

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.

April 17, 1900

Logansport Pharos

Chickens Know The Signal

Monon, Ind., April 17—A curious spectacle is afforded travelers on the Monon Railroad at this town, the junction of the main line and the Indianapolis division. Two of the through trains, carrying dining cars, meet here, and the dining cars are set out. The cooks clean their kitchens, throwing the refuse overboard, and the chickens in the neighborhood come and feed on the scraps.

There is not a chicken within a half mile that does not recognize the whistles of the engines pulling the passenger trains, and when they are sounded for the station it is the signal for the chickens to come running, flying over fences, and hustling to get on the ground for the feast.

June 23, 1900

Logansport Pharos

Reported Sale Of The Monon

Chicago, June 23—The report was current that the Monon Railroad had been sold to the New York Central. It was said that officials of the New York Central road took a trip over the Monon Route yesterday morning, and that the papers of transfer were drawn up in the afternoon.

July 10, 1900

Naugatuck Daily News

Rushed Through A Wall Of Flame

Indianapolis, July 10—Late last night one of the large mains through which natural gas is brought to this city by the Consumers' Gas Trust Company burst near the Louisville, New

Albany and Chicago Railroad bridge over Fall Creek, and the gas was ignited by a spark from a passing locomotive. The flames leaped 40 feet into the air and the bridge was soon enveloped.

A few minutes later a northbound train appeared around the curve close to the bridge. The engineer realized that if he put on the brakes the train would possibly stop on the bridge, which he supposed to be on fire, as the burning gase enveloped it. He therefore crowded on all steam and the train rushed through the wall of fire at the rate of 50 miles an hour. The sides of the car were slightly scorched, and one of the brakeman was badly burned, but no one else was injured.

July 26, 1900

Logansport Pharos

Monon A Dead On

It is said that during the last few weeks over 100 families have removed from Monon, owing to the order of the Monon Railroad changing the dispatcher's and other offices to Lafayette. This leaves the town in a bad shape, with many vacant houses and business rooms, but the finest streets of any town in this part of the country, which will yet have to be paid for, however. The new school house, which will be a handsome structure, is only half completed and work on it has been suspended for some time.

August 7, 1900

Reno Evening Gazette

A Brakeman Causes A Disastrous Wreck

Lafayette, Ind., Aug. 7—Three people were killed and eleven injured in a collision on the Monon Railroad at 1:30 o'clock this morning at South Raub, a station ten miles south of here. Passenger train No. 3 collided with a freight engine and caboose standing on the side track. The freight was waiting for the passenger train to pass. The passenger, running twenty-five miles an hour, turned into the switch, and an instant later the crash came.

It is believed brakeman Charles King forgot to turn the switch after the freight had passed into the side-track. He is missing, but whether his body is under the debris or whether he fled is not known.

(Note; The Anaconda Standard listed the dead as ; Lewis Raub, Lafayette, freight engineer; Thomas Craft, Lafayette, freight fireman; Joseph Hudlow, Lafayette, passenger fireman. KG)

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.

October 8, 1900

Racine Daily Journal

Wreck On The Monon

Monticello, Ind., Oct. 8—Passenger trains No. 33 and 35, on the Monon, crashed together in a head-on collision on the curve just south of this place at 2 o'clock p.m. Three persons were injured, all of Indianapolis. They are Engineer James M. Covington of train 35, Laz Noble and Marvin R Maxwell. The engines were totally wrecked and the baggage cars were badly damaged. The crews of both trains jumped. Engineer Covington was picked up unconscious, but later recovered and will be all right soon. The others were bruised and cut in several places. The south-bound train was going slowly, having just left the station, and the north-bound train was slowing up for the station. Otherwise the collision would have resulted in heavy loss of life. No. 33, going south, had lost several minutes, but had made up the time at Monticello, and this evidently resulted in the confusion that gave both trains right of way and caused the wreck.

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 is 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 1, 1901

Logansport Journal

To Buy Monon

New York, Jan. 31—There is good authority for the statement that the Chicago, Indianapolis & Louisville Railroad (the Monon system) is to become a part of the Southern Railway system.

February 9, 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 moved 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.

February 25, 1901

Logansport Pharos

From The Railroads section

The Monon Railroad Company is going to make considerable improvements this summer in the roadbed. They will cut down the grade of the Wabash hill and straighten the curves at Delphi and will lay steel rails from Indianapolis to Chicago and from New Albany to Monon.

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 6, 1901

Daily Review

Big Deal At Cincinnati

Dispatches received in this city Friday night from Cincinnati stated that a gigantic amalgamation of four railways, under the guiding hand of J. Pierpont Morgan, had already taken place. The roads mentioned were the Southern Railway, the Cincinnati, Hamilton and Dayton, the Chicago, Indianapolis and Louisville, and the Cincinnati Southern. Relative to this particular deal, General Samuel Thomas, president of the Chicago, Indianapolis and Louisville Railroad, said,

“At the present time there is little to say about the deal. I believe the report that comes from Cincinnati, however, is a little bit premature. I don’t believe the amalgamation has been effected as yet. It is true that steps are under consideration looking toward a combination of the roads mentioned.

“I think it will be effected, for all the interests are favorable to it. It can scarcely be called an amalgamation of the roads under the scheme that is under consideration. It is merely a centralization of power looking toward the best interests of the various roads.”

April 10, 1901

Times Democrat

That C.H. & D. Deal

A dispatch from New York to the Enquirer says;

“The story that a combination is to be formed between the Southern Railway, the Cincinnati, Hamilton and Dayton, the Chicago, Indianapolis and Louisville (Mono) and the Cincinnati Southern is not only denied by all parties in interest, but it is generally discredited by railroad men.”

President Samuel Spencer, of the Southern Railway Company, says that the tale is too absurd to deny.

J. Pierpont Morgan declared a few days before he sailed for Europe that there was no truth in the rumors that the Monon system was to be united to the Southern. Mr. Morgan owns

the Monon, and he is the dominating power in the Southern Railway Company, hence Wall Street has given some credence to the frequent rumors of a combination of the two systems.

Recently, however, the purchase of the Monon by the Pennsylvania Railroad and the Big Four jointly has been under consideration. A representative of the Pennsylvania interests says that Mr. Morgan has placed a higher price on the Monon than the other railroad companies want to pay.

April 13, 1901

Daily Gazette

Milo Hughes Proves A Hero

Frankfort, Ind., April 12—Milo Hughes, aged 8 years, who lives near the Monon Railroad, about four miles from here, was walking along the creek near his home and when he neared the railroad bridge discovered that it was in flames. He knew the southbound local freight was about due, and ran with all speed to meet it. He succeeded in stopping the train, which was running at a high rate of speed to keep ahead of a passenger train only a few moments behind. The trainmen took the little fellow in their arms and kissed and hugged him as they would a baby. Undoubtedly the boys act not only saved the freight from a frightful wreck, but the passenger train as well.

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 15, 1901

Daily Review

New Hotel To Be Built

Chicago Record: Within a few weeks the construction of the new Baden-Lick hotel at French Lick, within half a mile of the site of the burned Mineral Springs hotel, will be begun. The plans for the building, which were prepared by Clinton J. Warren of Chicago, call for a structure to cost fully \$500,000. Among the men in back of the project are Thomas Taggart, Mayor of Indianapolis; Crawford Fairbanks of Terre Haute; L.P. Dickason and W.H. McDoel, president of the Monon Railroad.

The building will be absolutely fireproof, no wood being used in the construction with the exception of the doors and window frames. The floors will be of concrete, mosaic and tile. The exterior will be of Bedford Stone, with an eighteen foot veranda 300 feet long and twenty five feet high, supported on massive columns in front. The massiveness of the building, together with the color effect, will suggest world's fair buildings. The house will be located on the crest of a hill, giving a commanding view of all the surrounding country. The main building will have a 300 foot frontage, with wings. The interior will be elaborately arranged. The lobby will extend through two stories, the ceilings of which will be supported by massive marble columns. The second floor will overlook the lobby from balconies. Two sun parlors will be conveniently arranged.

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.

June 26, 1901

Atlanta Constitution

No "Monon" For Southern

Louisville, Ky., June 25—It was reported here today that J.P Morgan & Co. have sold out all their stock in the Monon railroad, and consequently the Monon will not become a part of the Southern Railway system.

October 22, 1901

Alton Evening Telegraph

From The News In Brief section

The Monon Railroad has placed 7,500 carloads of ballast and timber in a seemingly bottomless pit in Lake County, Ind., to prevent the sinking of the roadbed.

January 28, 1902

Logansport Reporter

To Save A Horse

From Flora, Ind., there came a unique story of a young woman who flagged the fast train on the Monon Railroad to save the life of a horse. The dispatch is as follows:

"Christopher Martin's horse, in a runaway accident, detached itself from the buggy and attempted to gallop over the Monon Railroad bridge spanning Sugar Creek, but fell through the ties and was unable to extricate itself. Mae Doolittle, twelve years old, enroute home from school, discovered the animal, and knowing the fast express was nearly due, she ran down the track waving her handkerchief, and succeeded in stopping the train. The train crew removed the horse."

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.

March 10, 1902

Logansport Pharos

Bad Fish To Be Killed (Excerpt)

The Monon Railroad Company will seine Cedar Lake in a short time and will kill all the carp, gar and turtles brought up in the seine. The work will be done under the direction of the fish commissioner.

March 11, 1902

Logansport Pharos

From the Lake Cicott News section

Winfield Boehme is now located at Lafayette, where he has secured a position as fireman on the Monon Railroad.

May 6, 1902

Logansport Pharos

From The Railroads section

Edward Hagenbuck and W.J. McCarty, of the Panhandle Railway shops in this city, have secured positions in the Monon Railroad shops at Lafayette, where they went to work yesterday morning.

May 11, 1902

Atlanta Constitution

The Financial Outlook (Excerpt)

J.P. Morgan & Co. have bought control of the Chicago, Indianapolis and Louisville Railroad, commonly known as the "Monon," in the open market and they will combine it with the Louisville and Nashville, which they took from Mr. Gates. A new corporation will be organized, which will absorb both railroads and be called the Chicago and New Orleans Railroad. There have been hints of such a deal, but it was not until today that it was officially admitted by a banker identified with the Morgan people. He said that control of the new corporation might be lodged with the Southern Railway, but this had not yet been definitely determined. It certainly will be if the Northern Securities suit turns out favorably to the

railroads. When asked about the position of the Seaboard Air Line, he replied that it would probably never be combined with the Southern Railway, since the laws of some of the southern states would prevent such a deal, but steps are likely to be taken which will guarantee harmony of operation for a long time to come. He thought this could best be brought about by the deposit of stock with trustees; but so far, he understood, nothing definite has been done which would alter the independent standing of the Seaboard System. The final solution may be the judgment of a majority of Seaboard shares with J.P. Morgan & Co. The greater part of the Monon stock bought by Mr. Morgan was acquired through Gates, who, some think, was acting purely as Mr. Morgan's agent when he absorbed the Louisville road.

May 15, 1902

New York Times

Monon Railroad Purchased

The Louisville and Nashville and the Southern Railway jointly have purchased the Chicago, Indianapolis and Louisville better known as the "Monon Route." This statement is made on the highest authority, although a definite official announcement could not be obtained yesterday.

The financier, who desired to have his name withheld, said that he was not at liberty to disclose the details of the transaction, as these had better come from official sources.

The above statement confirms, in a measure, the many reports of a contemplated consolidation of the Chicago, Indianapolis and Louisville with one of these two Southern railway systems and it means that hereafter the Southern Railway and the Louisville and Nashville will have and absolutely control an independent entrance into Chicago.

The affairs of the Louisville and Nashville and the Southern Railway have been prominently in the public eye since the events of last month, when the control of the Louisville and Nashville was wrested from August Belmont and his associates and was lodged in the hands of J.P. Morgan & Co., mainly, so it was said, through the efforts of John W. Gates, who had bought control of the property and who was said to have sold it to the Morgan's.

A great many people, however, profess still to believe that the outcome of the Gates purchases in Louisville and Nashville was premeditated, and that the "corner" in the stock was averted, not because Mr. Gates wanted to give away more profits, but because his principals saw that they had control, which was all they wanted. Since then both Louisville and Nashville and Southern Railway have been very strong. When the stock of the Chicago, Indianapolis and Louisville began to show strength some two weeks ago, rumors that it had been or would be purchased for one or the other of these companies became very thick.

President McDoel of the Chicago, Indianapolis and Louisville, while denying that the road had been sold, admitted that such a purchase would be a logical one for the two Southern systems, which he said would someday have to get into Chicago without depending on their connections. This has now been accomplished.

The Chicago, Indianapolis and Louisville controls a line of road from Louisville to Chicago, with good terminal facilities in both cities.

The entrance of the road into Louisville is via the Kentucky and Indiana bridge which it owns jointly with the Baltimore and Ohio and the Southern Railway. From there the road runs

via New Albany, Ind., to Michigan City, a distance of 289 miles. The entrance into Chicago is by the Chicago and Western Indiana, in which the Monon has a one-fifth interest. There is also a line from Indianapolis to the Indiana State line, a distance of 162 miles, and the road has several branches, so that its total mileage reaches 546 miles.

The amount of stock authorized and issued is \$5,000,000 preferred and \$10,500,000 common stock, making a total of \$15,500,000. On the preferred stock semi-annual dividends of 2 percent have been paid since October, 1900. The company has a funded debt of \$13,542,000. J.P. Morgan & Co. acquired a controlling interest in the company in the Spring of 1899, but the road has been operated separately and independently, although it has not been a rate disturber.

The Louisville and Nashville is a system of about 4,000 miles, and its main line runs from Louisville and Cincinnati to New Orleans. It has many branches and reaches almost every important city in Kentucky, Tennessee, and Alabama. The Southern Railway is a system of some 5,000 miles, and it has been known as a Morgan road since 1893, when the property was reorganized.

May 23, 1902

Fort Wayne News

Held In Death Trap

Greencastle, Ind., May 23—Walter McAvoy, 19 years old, was killed on the Monon Railroad tracks at Cloverdale yesterday afternoon in a peculiarly horrifying manner. He had been unloading elm wood poles from his wagon onto a flat car on the Monon side track, piling the wood against standards that kept it from getting off the car. One of the standards, however, was not strong enough to withstand the strain against it, and it gave way, letting the big heap of green timber down on the main track of the road. Some bystanders saw the danger of the collapse and realizing the nearness of the fast north-bound passenger train, they attempted to flag it, but too late to get it to stop before it struck the heap of poles. Under these on the main track was McAvoy, who had stepped around the car to see what was going on, just in time to get caught in the entire mass. Friends attempted to pull him out, but the passenger train reached him before the effort to rescue him was a success, and the pile of poles and the young man were thrown high into the air and scattered over a large area. McAvoy was killed instantly.

August 16, 1902

Fort Wayne Sentinel

Morgan Makes Big Profit

New York, Aug. 16—On an investment of nothing the latest syndicate formed by J. Pierpont Morgan has received a profit of \$302,300. The money was paid to the syndicate formed by Mr. Morgan to take over the Monon Railroad for the Southern Railway and Louisville and Nashville. The absorption of the road apparently required the service of an underwriting syndicate and Mr. Morgan sent out the usual notices inviting subscriptions. There was the usual ready response, for Mr. Morgan's syndicates are popular because of the big profits they usually

bring to their members. As it turned out it was not necessary for the syndicate to subscribe one dollar.

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.

August 18, 1902

The Mansfield News

Into A Freight

Chicago, Aug. 18—One man was killed outright and another was probably fatally injured in a wreck at Hammond. A Chicago and Erie freight train standing on the tracks of the Chicago and Western Indiana Railroad was crashed into by a special train of the Chicago, Indianapolis and Louisville Railroad bearing 600 excursionists. The excursion train was running at a speed of 40 miles an hour when it smashed into the caboose of the freight train. George W. Farrio, 21, of Cave City, Ky., was instantly killed. His brother Daniel, 28, a telegrapher, was probably fatally injured.

September 24, 1902

Galveston Daily News

From the Prominent Personages section

George W. Reeman of Winamac, Ind., is independent Democratic candidate for Judge of the Starke-Pulaski circuit. He had a pass over the Monon Railroad, but has returned it with a note saying that he does not think it seemly for officials or even candidates for office, to enjoy such favors at the hands of corporations.

October 4, 1902

Waterloo Daily Reporter

From the In The Shadow Of The Shops section

Secretary O.A. Sawers of the R.R. Y.M.C.A. has received word that a Y.M.C.A. for railroad men will soon be started at his old home in Lafayette, Ind. The president of the Monon Railroad has made a gift of \$7,500 for the construction of a building and for the maintenance of such an institution. It is probably that work will soon be commenced on the erection of the building.

October 20, 1902

Fort Wayne News

Complain Of Railroad Trust

Washington, Oct. 20—The complaint of the railroad commission of Kentucky against the Atlantic Coast Line Company, Atlantic Coast Line Railroad Company, Louisville, L & N Railway Company, Southern Railway Company, Southern Railway Company in Kentucky, Southern Railway in Indiana, Cincinnati, New Orleans & Texas Pacific Railway Company, Cincinnati Couter Railroad Company, Illinois Central Railway Company and the Chicago Indianapolis & Louisville Railway Company, was received by the interstate commerce commission today. The complaints over that J. P. Morgan & Co., of New York, have secured practically the control and management of all these various lines; that the firm has acquired “either for itself or for those connected with it in the management and control of the Southern Railway Company, the ownership and control of what was before known as the Louisville, Evansville & St. Louis Railway Company;” that, acting as trustees for the Southern Railway Company, they have entered into a combination with the Louisville & Nashville Railroad by which they secured control of the Chicago, Indianapolis & Louisville Railroad Company, to be used for the joint benefit of the two companies and for the purpose of controlling traffic, that, in a further undertaking to control the traffic of the territory, Morgan & Company acquired control of a majority of the stock of the Louisville & Nashville Railroad Company in order to destroy and throttle competition and to control and regulate rates south of the Ohio River to the Gulf of Mexico, between the Atlantic Ocean and the Mississippi River.

These railroads practically control the commerce, complainant states, of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, South Carolina, Virginia and Maryland.

J.P. Morgan, it declares, has secured control of the lines against which the complaint is lodged and by this control could dictate schedules, terms and rates to all the smaller roads which have not been absorbed or acquired. This places the commerce of the entire section under the control of a very few men who are dominated by Morgan & Co.

The complaint states that this is in violation of the act, providing for the regulation of interstate commerce commission copies of agreements with other common carriers in relation to traffic as provided for by the interstate commerce act. Rates will be advanced, communities discriminated against, traffic impeded and business destroyed as it may be found necessary for the purposes of the combination, which violates both the letter and the spirit of the laws of the United States and of the states involved. Complainant prays therefore that the committee investigate the complaint, examine the agreements, require the attendance of witnesses, the production of papers, etc., to determine the consequences, also the purposes of those who are in the agreement. The commission has not yet determined the exact date for the hearing.

November 4, 1902

Coschocton Age

Case Settled

Indianapolis, Nov. 1—By a settlement made in the federal court the Beattyville bondholders accept the decree of foreclosure of the Monon Railroad, and their intervening petition attacking the foreclosure sale on the ground of fraud and conspiracy is discharged. The case has been one of the years' standing and has gone to the United States Supreme Court. The Farmers' Loan and Trust Company of New York were trustees of fifteen million of bonds of the company. The trust companies foreclosed, shutting out the Beattyville people.

November 21, 1902

Logansport Reporter

Fight Is On In Lafayette

Lafayette Journal; The fight is on in the Tippecanoe County Circuit Court between the Fort Wayne, Logansport and Lafayette Traction Company and the Monon Railroad Company on one side and the owners of the canal property on the other side for the possession of the tow path. The traction company is trying to secure a right of way along the canal, and the owners of the property are trying to prevent the plaintiffs from securing a franchise. The case was to have come up yesterday morning, but the attorney's were not able to get at it until after dinner.

"The traction company, represented by A.W. Brady, of Indianapolis, Hanly & Wood, of this city, and the Monon Railroad, represented by John F. McHugh, have joined issues and opened the case by filing a petition for the appointment of appraisers. At the same time the plaintiffs filed a proof of the publication of the notice of the defendants. Mary Shirk and others that the plaintiffs would ask for the appointment of appraisers.

"On the filing of the notice of publication, the defendants offered a demurrer. The plaintiffs objected to this, contending that they had no right to appear until after the appraisers had been appointed and have made their award. There was an argument on this point, opened by Hon. E.P. Hammond for the defendants. He was followed by Mr. Brady, who spoke for the plaintiff. Mr. McHugh began his argument in behalf of the plaintiffs this morning at 10 o'clock.

November 22, 1902

Logansport Reporter

Appraisers Appointed

Next Friday a board of appraisers will be appointed by Judge DeHart to condemn the old Wabash & Erie canal property and assess the damages against the Fort Wayne, Logansport & Lafayette Traction Company and the Chicago, Indianapolis & Louisville Railroad Company.

The two corporations were petitioners for the appointment of appraisers to fix the damages against the property owners, Mary Shirk, et al. Yesterday afternoon Judge DeHart, in the circuit court, overruled the filing of a demurrer to the petition, sustaining the objection of the petitioners. When the case came up before the court Thursday, the plaintiffs, the traction company and the Monon Railway, through their attorney's, moved that the appointment of appraisers for the old canal bed be made. The defendants filed a demurrer to the petition; the plaintiffs immediately objecting to its filing, which objection Judge DeHart sustained yesterday. The victory is complete for the traction company and the Monon. The defendants immediately took exceptions to the ruling.

December 7, 1902

The New York Times

To Probe Freight Raise

Washington, Dec. 6—The increases in freight rates soon to be applied on the roads running from the Mississippi River and points beyond to the East and South will be investigated by the Interstate Commerce Commission, which has fixed Dec. 16 as the date of a hearing to be held at the offices of the commission in this city. The commission has issued an order requiring the attendance at that time of the chief traffic officials, or other representatives qualified to give information of the following roads:

Michigan Central, Lake Shore and Michigan Southern Railway Company, Erie Railroad Company, the Pennsylvania Company, Cleveland, Cincinnati, Chicago and St. Louis Railroad Company, New York Central and Hudson River Railroad Company, Delaware, Lackawanna and Western Railroad Company, Lehigh Valley Railroad Company, Pennsylvania Railroad Company, Southern Railway Company, Norfolk and Western Railway Company and Chesapeake and Ohio Railway Company.

Following a similar action by the Michigan Central, the Chicago, Indianapolis and Louisville Railroad has filed with the commission the required advance notice of an increase of five cents to be imposed on dressed meats shipped from Chicago to New York, making the rate 45 cents a hundred pounds, and abolishing the export rate of 25 cents on provisions, making a flat rate of 30 cents on provisions.

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.

December 20, 1902

Logansport Reporter

From the Rumbings From The Rail section

The Monon Railroad Company on Thursday filed a motion for a change of venue from the superior court at Frankfort to the superior court at Lafayette, Ind., in the damage suit of Gail Nipper, by his next friend, against the company for \$20,000 for the loss of a leg. The case had been set for trial at Frankfort next Monday.

December 22, 1902

Oakland Tribune

Runaway Engine Wrecks Two Trains And Kills Two Men

Liberty, Ind., Dec. 22—A helper engine on the Monon Railroad got beyond control today, made two wild runs between Connersville and this place, wrecked two freight trains, demolished four engines, killed two men and injured two others.

Engineer Callahan of the helper ran to College Grove, helping a freight.

He was to take a siding east of Liberty.

When he reached the switch and attempted to reverse, part of the machinery would not respond and the engine got beyond his control.

Near Liberty, it collided with a freight.

In some way the helper was reversed and started back, running through Liberty at a rate of seventy miles an hour.

It dashed into another freight train which was being hauled by two engines.

Those killed were Mike Foley of Indianapolis, brakeman, and Rounton Osborne of Connersville, fireman of the helper engine.

December 31, 1902

The Post Standard

Three Men Perish In Freight Wreck

Quincy, Ind., Dec. 30—In the wreck of a through Chicago-Louisville freight train on the Chicago, Indianapolis & Louisville Railroad (Monon) here today, Engineer Albert S. Barker, Fireman Joseph J. Eglen and Brakeman Hiram Perry were killed, and the engine and eighteen cars, loaded with hogs and cattle, were piled up in a ditch.

A switch lock had been broke, supposedly by tramps, and the switch turned.

January 16, 1903

Logansport Pharos

Judge Winfield In Luck

Pulaski County Democrat; "Five or six years ago, M.M. Hathaway and H. A. Steis of this city, M. Winfield of Logansport and C.C. Spencer of Monticello bought from Patrick McGuire a judgment against the Monon Railroad. Later several Francesville lots belonging to the company were "gone after" by the judgment holders to satisfy their claim, they secured judgment in court here, and the property was sold by the sheriff and bid in by the creditors in M.M. Hathaway's name. The railroad company appealed the case. The Supreme Court decided it the other day, affirming the circuit court and thus giving the property to the four gentlemen named. The company tried to dodge the matter by mortgage and sale of the road, and so on, but the supreme court found that the real estate in question is not and was not part of the legitimate right of way, but that it was purchased after the mortgage on the road was given and was not included in the sale of the road. There are buildings on some of the lots, and the total value of the property in question is variously estimated at \$25,000 to \$35,000 and as either figure leaves a nice margin above the purchase price of the judgment the buyers are being congratulated over their bit of business success."

February 22, 1903

Decatur Herald

Monon Plan

The Monon Railroad has purchased a large tract of land in Hammond, Ind., on which President McDoel has ordered the construction of yards as soon as the weather moderates. The yards will have a capacity of 6,000 cars. A roundhouse of fifteen stalls and repair shops are also to be built.

February 28, 1903

Janesville Daily Gazette

Wesley Reynolds Death Is Recalled By Arrest

LaPorte, Ind., Feb. 28—Two men suspected of being implicated in the murder of Wesley Reynolds, have been arrested and lodged in the county jail. They are Elias Wagner and Clarence Dunham. They were arrested as the result of a long investigation made by Thomas Burns, a Monon Railroad detective, and Officer Weinherdt of Lafayette.

Wagner was arrested at his home at McCool, Porter County, and officers surrounded Dunham's home and took him into custody. Neither of the men offered resistance. The

detectives are confident of obtaining the \$1,250 reward for the capture and conviction of the murderers of the young bank watchman.

Reynolds was killed the morning of Nov. 30 by men who forced an entrance to the Westville bank. In the [hail] of bullets, Reynolds fell mortally wounded, but not until he had wounded one of the robbers.

March 17, 1903

Fort Wayne News

Trains Crash At High Speeds

Frankfort, Ind., March 17—At 3 o'clock this morning two fast passenger trains on the Monon Railroad, Nos. 35 and 36, came together at Cyclone, five miles south of this city. Train No. 35 left here a few minutes late and No. 36 left Sheridan nine minutes late. The trains had orders to pass at Cyclone. No. 36 made up its time and reached Cyclone earlier than expected by the crew of No. 35, which train was to take the siding. All of the train except two sleepers and a chair car had cleared the main track, when No. 36 crashed into it. A dense fog prevented the engineer from seeing the train until too late to avoid a collision. Engineer Kline reversed his engine, but the powerful machine, running 40 miles an hour, plowed its way through. The engineer's side of the cab was knocked off and Kline was buried beneath the wreckage.

The sleepers were filled with passengers, who were tumbled out of their berths, many of them pinioned under the wreckage. Both sleepers were overturned and the chair car ditched. There is no telegraph station at Cyclone and the trains were lost for an hour. Physicians were brought from Kirkland and were early on the scene. The passengers who escaped injury, aided in rescuing those caught in the wreckage. Conductor McCullough(sp?), of No. 36, was painfully hurt. The injured were taken to Indianapolis on a special train and the Monon officials state that none of the passengers were fatally hurt. Sixteen or more, mostly passengers, were injured.

Fireman T.D. McCord is seriously injured. Among the other injured are; A.W. Long, Indianapolis; P.D. Francis, Chicago; Mrs. P.D. Francis, Chicago; S. Soulman, Cincinnati; (No first name) Ahliheim, Chicago; Frank Bonita, Cincinnati; A. Wright, Cincinnati; V. Hooker, Indianapolis; W. Leder, Pullman Conductor; A. Leach, Chicago.

April 25, 1903

Logansport Pharos

Death Of A Veteran Financier

New York, April 25—Anthony J. Thomas, vice president of the Chicago, Indianapolis and Louisville railroad, formerly with the banking firm of Drexel, Morgan & Co., and for many years prominent in railroad circles, died suddenly in a physician's office. Thomas was 77 years of age.

April 28, 1903

Logansport Reporter

From the News Of Railroads And Of The Railroad Men

The committee on management of the Monon Railroad department of the Young Men's Christian Association is sending out invitations to the formal opening of its new building at Lafayette, Ind., the finest erected in the state by any railroad association. The opening exercises will be held on Thursday night, May 12. Addresses will be made by Governor Durbin, President McDoel, of the Monon, and others.

May 12, 1903

Logansport Pharos

Dedicate YMCA Building

N.W. Benning, secretary of the local R.R. Y.M.C.A., will go to Lafayette this evening to attend the dedication of the new Y.M.C.A. building in that city which will take place this evening. The building is a frame structure and cost \$10,000. Of this sum, \$7,500 was contributed by the Monon Railroad and \$2,500 by the citizens of the city. It is located near the Monon shops. Governor Durbin and W.H. McDoel, of the Monon Railroad, will attend the dedication.

May 14, 1903

Oxford Mirror

From the News Of The World section

William Spencer Kinnan, 41 years old, assistant general solicitor of the Monon Railroad, died at his home in Chicago, after an illness of four years resulting from an accident on the Pennsylvania Railroad.

June 10, 1903

Logansport Pharos

Monon Steals A March

The interurban railways are not alone in the business of seizing right of way from the canal towpath. At Lafayette Sunday in less than thirteen hours the Chicago, Indianapolis and Louisville Railroad Company, commonly known as the Monon, constructed over half a mile of track along a portion of the canal bed of the old Wabash and Erie Canal, and while the same is in no condition for traffic it serves to clinch the right-of-way over the disputed property. There is no grading or ballasting but the track carries out the point of possession.

Several months ago, the Monon Railroad Company in connection with the Fort Wayne, Logansport and Lafayette Traction Company instituted condemnation proceedings against Shirk, et al., owners of the Wabash and Erie canal bed, for the right of way over a portion of the canal bed. Noah Justice, J.S. Hanna, and James Sharp were appointed appraisers and they fixed the damages at \$5,500, to which the owners of the ground objected on the ground that it was insufficient. Last week the Monon Railroad put into the hand of the clerk of the Tippecanoe Circuit Court the amount named by the appraisers, but no one had any intimation that the track would be forced.

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.

August 6, 1903

Waterloo Daily Reporter

From the In The Shadow Of The Shops section

O.H. Sawers, who has done more toward the building of the local R.R. Y.M.C.A. than any other secretary, writes from Lafayette, Ind., that he is having excellent success in his position as head of the Monon Railroad Y.M.C.A., and that the institution is rapidly forging to the front. Mr. Sawers' many friends in this city are much gratified that the success with which he met in Waterloo should follow him elsewhere.

August 15, 1903

Logansport Journal

Monon Train Is Ditched

Frankfort, August 15—A train on the Monon Railroad, carrying two coaches filled with passengers, was ditched at Cambria yesterday by the breaking of an axle. No one was seriously injured.

September 27, 1903

Logansport Journal

Delphi's Population Doubled In Single Day

Wednesday, Delphi nearly doubled its population. It was no Oklahoma boom, although it took but a few minutes, and when the additional population was added the houses and streets, which they inhabited, were as good and substantial as the old part of the town. Delphi and South Delphi are now one, with a population of 8,000.

When the Monon Railroad was built the intention of the stockholders was to put it through Logansport. But a proposition was made at Delphi and the council there accepted it. Although the route would have been better through this city, the directors decided to build the road through Delphi to take advantage of the subsidy, but ever since Logansport has been looked upon as unfriendly and on the maps of the Monon Railroad Logansport does not appear, while Delphi is in large type.

Although the subsidy granted to the railroad was a large one, it has never been presented. For this reason South Delphi constantly refused to be admitted to the city proper for the reason that its residents would be called upon to bear part of the taxes to pay off the debt.

At last, however, the scruples were overcome and at the meeting of the Delphi Council Wednesday night, an appeal for admittance was read. It was at once voted upon favorably and immediate preparations were made for an extension of the water works and electric lights.

October 5, 1903

Logansport Pharos

No title

The drought in southern Indiana has become serious. Wells have dried up and farmers have trouble in caring for their stock. The Monon railroad has been obliged to haul trains of water to replenish water tanks. Vegetation is drying up. Copious rains are badly needed.

October 14, 1903

Logansport Reporter

Hogs Killed

Noblesville, Ind., Oct. 14—Twenty-one hogs belonging to D.F. Hutchens broke through the fence on his farm near Sheridan and were crossing the tracks of the Monon Railroad when a passenger train struck them and killed the entire drove.

October 20, 1903

Logansport Reporter

Suit For \$20,000 Damages

LaPorte, Ind., Oct. 20—In the LaPorte circuit court Harry McCandish, as administrator of the estate of James Bragg, brought a claim of \$20,000 against the Chicago, Indianapolis & Louisville Railroad for the death of Bragg, who with Henry Spier, was killed on June 22 near Lacrosse, LaPorte County. Bragg left a widow and two daughters. The administrator of the estate of Henry Spier filed a similar suit for \$20,000.

November 4, 1903

Janesville Daily Gazette

Cars Crush Brakeman To Death

Bedford, Ind., Nov. 4—Frank Wildman, aged 22, and married, was crushed to death between cars while at work as a brakeman on the Monon Railroad. A defective brake was the cause of the accident.

December 8, 1903

Logansport Reporter

A Thrilling Ride

Dyer, Ind., Dec. 8—While crossing the tracks of the Monon Railroad near here, the team driven by Charles Stahlbahn, of Hammond, was struck by the engine of a fast freight train, both horses being instantly killed and the wagon demolished. Stahlbahn, however, landed on the pilot of the engine and his presence was not discovered until the train stopped at Hammond. Save for a scalp wound, he was practically uninjured and is little the worse for his experience.

December 31, 1903

Tyrone Herald

No title

Miss Agnes Mullen, recently appointed advertising manager of the Monon Railroad, is the only woman in the world holding such a position.

January 22, 1904

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.

February 12, 1904

Logansport Pharos

Ambulances Sent East

One hundred and eighteen car loads of equipment for the Japanese army in the war against Russia left over the Monon this week. The cars carried ambulances, two being in each car. The ambulances are for field use, are already set up and will be ready for service as soon as they are landed in the Far East. They were manufactured by the Studebakers at South Bend.

The Monon Railroad with 118 cars of the material is carrying the ambulances to a southern connection with a transcontinental line from which place the ambulances will be shipped direct to San Francisco, where a transport is awaiting the arrival of the vehicles.

The appearance of the 236 ambulances attracted considerable attention in view of the great interest taken in the Russia-Japanese war. The ambulances are of the latest pattern and are up-to-date in every particular. It is understood that Japanese officials are accompanying the big shipping of war material.

March 12, 1904

Logansport Reporter

Monon Is Sued

On a change of venue from White County, a suit for \$10,000 damages against the Monon was filed. The suit is entitled Mathew Rogers, administrator of estate of Claude Rogers vs. the

Monon Railroad. The complaint sets forth that on the 31st of December, while he was engaged as a switchman in cutting off the theatrical car of the “Ten Nights In A Barroom” company, that Claude Rogers met his death.

May 19, 1904

Logansport Reporter

Seeks Heavy Damages

Lafayette, Ind., May 19—Peter Shorr, acting as next best friend of Edward Shorr, filed suit in the Tippecanoe Circuit Court for \$25,000 damages against the Monon Railroad Company. Edward Shorr, who is but 18 years old, was employed as brakeman on the Monon road. On November 11, 1903, his foot was caught in a brake while throwing a switch in the local yards of the company and both legs were cut off.

June 2, 1904

Logansport Reporter

Damages For Loss Of Husband

Crawfordsville, Ind., June 2—In the circuit court Mrs. Minnie Williams was awarded damages in the sum of \$5,000 against the Monon Railroad Company. Her husband, Francis O. Williams, a brakeman on the road, was killed at Ladoga in 1900, and the evidence went to show that his death resulted from the negligence of the defendant’s agents, and that the decedent had exercised due care to protect himself.

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

October 6, 1904

Tri City Star

Vacation Ends In Death Under Wheels Of Train

Chicago, Oct. 6—The vacation of Henry Walker ended yesterday afternoon in his death. He was killed by a passenger train on the Monon Railroad near Armour, Ind., while preparing to return from a visit to Cedar Lake, Ind. The young man was walking on the tracks and, as his hearing was poor, he did not take notice of the warning whistle. He died on the train, which was taking him to Creston, Ind. Walker's death was the third in a family of three sons, and his parents, Mr. and Mrs. Henry C. Walker, are prostrated.

November 3, 1904

Logansport Reporter

Found On Railway Track

Bloomington, Ind., Nov. 3—Lawrence Hitt was found on the Monon Railroad tracks with both legs crushed. Amputation followed and he died in a few hours. His home was at New Albany. He is thought to have been asleep on the track.

November 8, 1904

Logansport Reporter

Indianapolis Northern Cash Goes To The Monon

Noblesville, Ind., November 8—Judge Claybaugh, of Frankfort, has entered up judgment for \$3,025 in favor of the Monon Railroad Company against ex-county clerk Horace W. Carey, of this city, and the Federal Union Surety Company, of Indianapolis. The case was settled by the company paying judgment in full. The money was originally paid to Carey as clerk by the Indianapolis Northern Traction Company for the privilege of crossing the Monon track south of Carmel, the amount having been fixed by appraisers appointed by the court. It was alleged that Carey never turned the money over to the railroad company.

December 10, 1904

Logansport Reporter

May Subsidize A Railroad

Brazil, Ind., Dec. 10—Dr. H. Moore, representing the Monon Railroad company, was before the county commissioners and filed a bond for the cost of an election to be held in Harrison township January 10, 1905, to vote on a subsidy for \$36,000 to induce the company to run its line through that township. The new line will be built from Indianapolis to Bedford and work on the grade will be commenced next spring. The railroad company has purchased a vast amount of coal land along the proposed route.

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 6, 1905

Logansport Reporter

Canal Suits Compromised

The years of litigation and controversy between the Monon Railroad and the owners of the old towpath of the Wabash & Erie Canal at Lafayette has finally come to an end, and all the canal property within the limits of the city of Lafayette, goes to the Monon, the price paid for it being \$46,000. The matter was adjusted through a compromise, the trial of the condemnation which was set for Saturday being thus settled, the defendants going into court and admitting that the matter had been settled by compromise.

The litigation, which much resembled that which raged in Logansport some years ago and which was finally settled by the city paying the Shirks the sum of \$32,000, was begun last December, and the Big Four road was also mixed up in the litigation, being desirous of securing the property. But the Monon purchased the matter outright from Elbert W. Shirk, of Peru, trustee for the canal strip, and that railroad will be the gainer in securing the right of way.

All the canal bed, towpath and berm bank will eventually be transferred to the Monon, and it will then have a loop entirely around this city, opening up a vast area for manufacturing sites.

An aqueduct will be built by the Monon at South Street similar to the one already constructed by the Big Four and Lake Erie and trains will go under Main Street. It is believed that the deal Saturday will result in a big manufacturing boom for Lafayette.

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.

March 4, 1905

Logansport Journal

Order Of Judge Lairy Ignored

Judge Lairy, of Logansport, has handed down his decision in the two injunction cases brought before him as special judge in Pulaski County by the Monon Railway Company and by Attorney M.M. Hathaway and the other attorneys who own a strip of so-called railroad ground at Francesville.

His decision is in favor of the lawyer owners and grants their request for an injunction restraining the railroad company and all other parties interfering in any way with their property by further litigation or otherwise. The railway company took an appeal to the Supreme Court and Miss Sara Decker, court stenographer, is preparing the voluminous evidence, which will cost between \$400 and \$500 to put in shape for the higher court.

In the meanwhile the railway company has taken a peculiar tack. The lawyer owners of the ground set up certain stakes and boards for their own convenience in marking off and dividing their land, and employees of the railway company on written authority of the company have forcibly torn down and removed these boards and stakes. The lawyers again put up new stakes and boards, and again they were removed, and the railway company is now being brought up for contempt of court. This is a serious matter, and it may be difficult and expensive job for the railway company to make good for having ignored the injunction order of Judge Lairy.

March 4, 1905

Waterloo Daily Reporter

Out Of Work And Murderous

Louisville, March 4—Bayless O'Bannon, local freight agent for the Monon Railroad, was shot and dangerously wounded by Frank Keith, formerly weight inspector of the joint rate inspection bureau. Keith has been out of employment for several months because, he alleges, O'Bannon refused to give him a letter of recommendation.

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 13, 1905

Logansport Journal

Hatch 50,000 Fish Every Year

The United States Fish Commission, with the assistance of the Monon Railroad has established a fish hatchery at Cedar Lake. The enclosure is 40x200 feet and it is expected that as many as 50,000 young fish, principally bass, will be hatched every year. As soon as the minnows are large enough to avoid destruction by the larger fish, they will get the freedom of the lake.

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.

June 23, 1905

Logansport Reporter

Merger Of Coal Interests

Terre Haute, Ind., June 23—A merger of the Freeman and Dickason interests makes the fifth million dollar combine in the Indiana coal field, and it is said brings the Monon into the railroad competition.

July 1, 1905

Logansport Reporter

From the News Of The Shop And Rail section

L.H. Parker, retiring superintendent of the Monon Railroad, was Friday afternoon honored by the men who have served under him for eleven years. They presented him with a solid silver inkstand and paper cutter and expressed their love and regard for him. The ceremony of presentation took place in the presence of nearly fifty men at Lafayette. Today he assumes the duties of president of the Consolidated Stone Company, of Chicago. F.W. Quimby, trainmaster, and J.B. Success, traffic manager, are the leading candidates for the position of superintendent, and one of the will probably get the office.

July 15, 1905

Newark Advocate

Praying In Jail To Die

Louisville, Ky., July 15—Frank Keith, who, while a clerk at the Monon freight depot, March 3, shot Bayless O'Bannon, local freight agent of the Monon Railroad, is praying to die in jail. He prefers death to the penitentiary to which he has been sentenced to serve two years.

July 28, 1905

Logansport Reporter

Railroad Liquor License—Monroe County Is After The Monon Road

The right of the Monon Railroad to sell liquor on its trains without a license in every county, is to be tested in the higher courts of Indiana. The trouble started over a personal encounter between Walter Williams, a colored porter on the Monon, and Nicholas Eppinghousen, of Louisville.

Williams was arrested, tried and fined for assault and battery. During the trial it developed that Williams sold Eppinghousen a bottle of beer on the train while it was in Monroe County, so Williams was fined for selling liquor without a license. Eppinghousen then brought a \$10,000 damage suit against the Monon Company on account of the assault.

The Monon paid both Williams' fines and announces through its attorney that it will fight the case. Meanwhile no liquor is sold on the Monon trains while going through Monroe County.

July 31, 1905

Logansport Reporter

Lame Place In new Law

Much interest has been excited among Logansport attorneys by a decision rendered by Judge Brewer, of the city court at Michigan City, which brings up a rather interesting point in the new cities and towns act passed by the last legislature. Judge Bower ruled against the Monon Railroad Company in a suit growing out of the alleged blockading of a street crossing. The company was fined for the alleged offense, and Friday an attorney for the company asked for a new trial.

Judge Bower ruled that the court had no authority to grant a new trial, however, the law creating the city court not providing for the granting of a rehearing in the court. The railroad's attorney holds that the law governing the practice in the circuit court covers the city court, but Judge Bower is of a different opinion.

Judge Bower says that the only way for the defendant to obtain relief from the decision of the city court is by filing an appeal of the city court is by filing an appeal to the circuit or superior court within ten days after the decision is rendered. In this case the defendant is barred

from this privilege by the fact that more than ten days have elapsed since Judge Bower imposed a fine on the Monon Company.

The case will be heard again, as it is understood a way will be found for getting the case into the circuit court.

August 4, 1905

Logansport Reporter

Would Make Railroad Pay

LaPorte, Ind., Aug. 4—In accordance with Gov. Hanly's reform administration Monroe County has started suit against the Monon Railroad to require the payment of a liquor license to the county. If the road loses the case it will mean that every buffet car must have a license for each county through which it passes.

August 19, 1905

Logansport Reporter

Monon Road Sued

Bedford, Ind., Aug. 19—Two suits for damages were filed against the Monon Railroad Company in the Lawrence circuit court, in which Irving Pettiford and Ralph Gainey each ask \$10,000. The suit grew out of a collision last April between this city and Mitchell in which a number of people were more or less injured.

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 Goal 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.

October 8, 1905

Logansport Journal

Trial Took 20 Years And 30 Judges

Litigation of the case of Hathaway against the Monon Railroad Company extending over a period of twenty years and occupying the attention of thirty judges was ended at Monticello yesterday when Judge Rabb handed down a decision granting the plaintiff a permanent injunction restraining the railroad company from ever asserting any title to the three business blocks in Francesville, the property in controversy.

October 12, 1905

Logansport Reporter

\$20,000 Suit Filed Today

A damage suit for \$20,000 has been venued from the White County circuit court to the local circuit court, and the papers in the case were filed this morning. It is the case of Martin J. Gillen vs. the Chicago, Indianapolis & Louisville Railroad Company for injuries which the plaintiff received in 1903, while crossing the tracks of the company at Monon, Indiana. This suit is one of the largest which has ever been brought in the Cass County circuit court. The plaintiff alleges that one morning before it was yet daylight, he was in the act of crossing the tracks of the company to get down to the section house to get a hand car, when a freight car without a brakeman riding the front, was kicked down the track, and he was struck and so badly injured that he was laid up in the hospital for eight months, and that he is now unable to walk without the aid of crutches, and is physically unfit to perform manual labor.

November 13, 1905

Logansport Pharos

Arrests In A Right-Of-Way Case

Lafayette, Ind., Nov. 13—While laying a switch on the bed of the old Erie Canal from Main to Alabama street a construction crew of the Big Four Railroad Company, numbering 200, was arrested by detectives for the Monon Railroad and several deputy sheriffs. The men were arraigned on a charge of pursuing a vocation on Sunday and were released on bonds of \$50 each. The Monon Railroad Company has been granted a restraining order which will stop the work until the issues involved in the case can be heard.

November 15, 1905

Logansport Pharos

Monon-Big Four Dispute

Lafayette, Ind., Nov. 15—The cases against 178 members of the Big Four Railroad construction crew who were arrested Sunday at the insistence of the Monon Railroad Company while the construction crew was laying a spur switch along the bed of the old Erie Canal was

compromised by Judge Severson, in the city court. Thirty of the men indicted were fined \$1 and cost, aggregating \$16 per man.

Under the restraining order granted Sunday by Judge Vinton, of the superior court, the controversy between the Big Four and Monon railroads will be suspended until Nov. 28, at which time the courts will pass upon the merits of the case. The Monon company alleges that it owns the land upon which the Big Four was laying the switch, while the latter company contends that it was granted permission to lay the spur at a meeting of the board of public works held Saturday night.

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.

March 31, 1906

Fort Wayne Journal Gazette

Indiana Commission Cuts Price Of Coal Rates

Indianapolis, Ind., March 30—By ordering a reduction of thirty cents a ton in the coal rate between the Linton coal fields and Stinesville, Ind., the Indiana railroad commission today decided one of the most important cases that has come before it recently. The rate has been eighty cents a ton for a haul averaging fifty-nine miles. The commission ordered it cut to fifty cents. The ruling was made in the case of the Romona Oolitic Stone Company against the Chicago, Indianapolis & Louisville Railroad Company, but its importance will be measured by the general effect it has on the coal rates and not by the single case at issue.

The stone company made the charge that the rate asked and charged by the railroad company, eighty cents a ton for coal hauled between the mines of the Linton district and Stinesville was exorbitant.

This was the second case of a similar nature that the Romona Company has filed against the Monon, the first being to have the coal rate reduced from ninety five cents a ton to eighty cents. This the commission also decided in favor of the plaintiff and the case is now pending in the appellate court. It is probably that the finding handed down today also will be taken to the appellate court as much is involved in the matter.

The Romona Company, a few days ago, filed a civil suit in the Marion County courts to collect money alleged to have been paid to the railroad company in overcharges.

April 6, 1906

Oakland Tribune

Shot In View Of Passengers

Chicago, April 6—In full view of the passengers of an outgoing Monon Railroad train, which was halted at the Taylor street crossing last night, Samuel Richardson, a switchman, was shot and killed. He was dead before the train crew and other persons, who were attracted by the sounds of the shots, could reach him.

Richardson, who has been employed for more than twenty years by the Monon Railroad Company, left his shanty near the crossing at midnight to warn possible pedestrians of the approach of the train. The train halted near the crossing and Richardson was walking up the track opposite the train when two shots were heard. Richardson fell on the tracks. A search was made through the neighborhood, but no trace of any person could be found except Jules Rocco, an Italian, employed as a watchman by the Monon road. Rocco had no revolver, but he was arrested and will be held pending an investigation. No motive for the crime could be decided by the police.

April 19, 1906

Logansport Journal

From the Additional Locals section

Will Rollins has resigned as motorman on the interurban and removed to Monon, where he has accepted a position with the Monon Railroad as fireman.

April 20, 1906

Logansport Journal

2 Are Hurt In Wreck

Southbound Panhandle freight train, second No. 80 out of Chicago, struck a Monon freight at the Panhandle and Monon railroad crossing at Lacrosse last night at 10:30, doing serious damage to the Monon freight and injuring Fireman James Wilson and Brakeman Johnson, of this city.

Directly after the wreck, the cars of the Monon crashed by the engine of No. 80 caught fire and burned.

The wreck train was ordered out from here but after it had been prepared, word was received that the tracks had been cleared.

Southbound passenger, due here at 12:40 from Chicago was held up by the wreck, reaching here at 1:30, bringing in the injured men, both of whom live in Logansport.

Southbound second 80 was late at Lacrosse and is supposed to have been trying to make up time under orders which in some manner allowed the crash. J.M. Carney, Logansport, was at the throttle. Other members of the crew were Logansport Men.

Wilson and Snyder were in the cab of the engine and jumped. Wilson sustained a broken leg. Snyder escaped with bruises. Wilson and Johnson were in the cab of the engine and jumped.

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.

May 17, 1906

Galveston Daily News

Trainmen Crushed To Death

Peru, Ind., May 16—In a wreck at Fowlerton on the Chicago, Indianapolis & Louisville Railroad today, Engineer Wolf and Brakeman Ollie Bowman were crushed to death. The cause of the accident is unknown.

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.

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 2, 1906

Portsmouth Herald

Private Car Here

The private car of General Manager George K. Lowell of the Chicago, Indianapolis and Louisville Railroad arrived here Sunday night and today (Monday) went to York Beach.

Mr. Lowell was at one time Mayor of Dover.

July 9, 1906

Logansport Pharos

From the Railroad News section

The Monon Railroad has come to the rates of the Interurban and the fare from Delphi to Indianapolis is \$2.95. These tickets are good either for the round trip or to passengers one way.

July 16, 1906

Fort Wayne Journal Gazette

To Put On Gravel Train This Morning

According to Attorney F.H. Kleekamp, local representative of the Fort Wayne & Springfield Traction Company, a gravel train will be put to work this morning on the new Decatur interurban line and the road bed will be ballasted almost rapidly as the track is laid. An engine has been obtained from the Monon Railroad to haul the train.

The work of track laying is going forward favorably and with the operations progressing at the present rate, the road will be ready for cars before many weeks.

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 feeling 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.

August 3, 1906

Ireton Weekly Ledger

From The Railroads section

The Appellate Court at Indianapolis 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 court called on the Attorney General to defend the law.

September 8, 1906

Lake County Times

From the Railroad Notes section

The 11:11 Monon passenger train was 45 minutes late today.

John Hoover, a Monon brakeman who has been sick for the past week, resumed his work today.

J.M. Calvin, inspector of bridges on the Chicago, Indianapolis & Louisville road, made a business trip to Hammond yesterday.

September 9, 1906

Logansport Journal

Went To Sleep On Post

Lafayette, Ind., Sept. 8—With a red lantern in his hands to protect his train, which was standing a quarter of a mile away, William F. Lewis, a brakeman on the Monon Railroad, fell asleep on the track south of this city early this morning, and was struck by the train he was sent back to stop. Lewis had been working hard and was worn out physically. He sat down on the track with the lantern in his arms. The second train was stopped when a few rods away from the standing train. Lewis was brought to his home in this city and will probably recover.

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.

September 26, 1906

Weekly 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 Ripple, 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 10, 1906

Logansport Reporter

Litigation Dismissed

By a slashing cut of from twenty-seven and one-half percent, in all rates on Indiana coal, the Monon Railroad has practically cleaned 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 Saturday 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 and pending against the Monon dismissed. One appeal the railroad has against the commission was not dismissed by the Monon, owing to the fact that this suit brings up the constitutionality of the railroad law. The commission, however, was to move for the dismissal of this suit in the appellate court yesterday on the ground that the rate differences that led to this suit have been settled.

October 20, 1906

The Lake County Times

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

The Lake County Times

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 23, 1906

Fresno Morning Republican

Passes For Advertising

Chicago, Nov. 22—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 is to be given to the Interstate Commerce Commission to have the courts pass up on their ruling that nothing but money can be lawfully received or accepted in payment for transportation.

The justice of this ruling was not seen by the legal department of the Monon Railroad and George Kretzinger, the general counsel, and T.C. Field, the general solicitor, wrote to the Interstate Commerce Commission and gave their construction of the law, backed by decision of the courts.

The rule, they contend, as universally stated and upheld by the courts, is; “What the parties agreed shall constitute the payment, the law will adjudge to be payment. It is competent for parties to designate by their contracts how and in what, payment may be made. It is by no means true that payment can only be made in money; on the contrary, it may be made in property or in services.”

The inhibition, they added, against charging a “greater or less or different compensation” relates alone to a difference in the “established rate,” and not to the manner of making payment.

As the interstate commerce commission, having made a ruling on the subject, will likely adhere to it, the Monon Railroad will sooner or later be notified to appear, and this will be the first step toward a construction by the Supreme Court of the United States of the commission’s interpretation of the railway rate bill. As the publisher who accepts transportation is also liable under the law, one who accepts transportation from the Monon may also be cited to appear, in order that both parties to the contract may have the question of their amenability passed upon at the same time.

November 24, 1906

Logansport Journal

Many Fires In Shops; Employee Is Arrested

Lafayette, Ind., Nov. 23—August Boober(sp?), a stationary engineer at the Monon Railroad shops, was arrested today on the charge of arson.

It is believed by the authorities that Boober’s capture will solve the mystery of more than a dozen incendiary fires that have caused damage and intense excitement at the shops in the last few months.

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 5, 1906

Reno Evening Gazette

18 Injured In Train Wreck

Chicago, December 5—Train No. 36 on the Monon Railroad, which is the fast limited of that line between Cincinnati and Chicago, was derailed early today two miles north of Frankfort, Ind., by a broke rail. Eighteen passengers out of a total 175 on the train were injured, but nobody was killed, and it is not believed any of the injured will die.

The train was going at a high rate of speed and the rail broke beneath the engine, which, however, passed the place in safety.

All the baggage, mail, passenger and sleeping cars left the track and some of them were badly damaged. There is no embankment at the scene of the accident and the cars merely plowed their way along the ground at the side of the track for a considerable distance before being brought to a stop.

The injuries of the passengers are bruises and cuts received by being thrown about the cars.

The five passengers most seriously injured were;

Frank Kelly, Frankfort, Ind., internally.

Mr. and Mrs. Charles Cromwell, Frankfort, Ind., cut and bruised.

M.L. Davis, Frankfort, Ind., wrist broken.

David Mabbett, Manson, Ind., bruised and cut about the head.

All the injured were enroute to the Chicago fat stock show.

John Wilcox, Hamilton, ribs broken and otherwise injured internally; may die.

Samuel E. Murray, Ford, Ohio, hurt about head, seriously.

F.B. Garber, Hamilton, Ohio, ribs broken and hurt internally, in a serious condition.

Frank Coulter, Frankfort, Ind., head and hands cut.

Thomas McDaniel, Frankfort, Ind., shoulder dislocated.

Ham Brown, Greetingsville, Ind., face cut and hand broken.

James W. Boyle, Kilmore, Ind., face cut and badly bruised.

Wm. Kenyon, Frankfort, Ind., face and hands cut.

George Cullom, Frankfort, Ind., face and hands cut.
Miss Mary Minor, Sedalia, cut and bruised.
There were other passengers who received scratches.

December 8, 1906

Adams County Free Press

No title

Bedford Free Press—The Monon Railroad has issued orders to its passenger department to continue to make contracts with newspapers for advertising, payment to be made in transportation. The law makes the recipient equally guilty with the railroad company. We will take our chances; if we want to take our pay in railroad transportation, wood, pumpkins, potatoes, apples or cash for our space we do not believe there is any law that can be held constitutional that will prevent us from doing this.

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 27, 1906

Monroe Weekly Times

Meet With Wreck

The French Lick special on the Monon Railroad, carrying a large number of passengers for French Lick and West Baden, including Mr. and Mrs. J.H. Eaton, of this city, was wrecked near Greencastle, Ind., Saturday night. Mr. Eaton is under the doctor's care but was able to continue his journey to West Baden. Mrs. Eaton escaped unhurt. Mr. Eaton intends to bring suit against the company for damages.

The wreck was peculiar because it was caused by a train running away and opening a switch seemingly of its own accord, and it was remarkable because no one was killed. The passenger train crashed into the rear end of a freight train while the passenger train was running at full speed to make up lost time.

The passenger engine tore a way through the freight caboose, but was stopped almost instantly by striking a freight car loaded with structural iron, which apparently did not yield an inch to the impact of the light passenger train. The crash was so terrific and the stop so sudden that it would not have been surprising had there been loss of life, but no one was killed.

The freight train had been pulled into a siding and the switch was closed, leaving the main line cleared. The engine was run up to the station for water, where it was held for orders and the arrival of the passenger train. Meanwhile the train that had been safely locked in the sidetrack had started down grade of its own volition, had opened the switch and had run down the main line unit it met the passenger.

The engineer and firemen, who jumped, the conductor and brakeman, were badly hurt and a number of passengers were hurt, but not seriously.

The engine of the wrecked train was burned up. The passengers were transferred to Greencastle, where they waited until early in the morning, when the track was cleared and a train was sent through to take them on their way.

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 pass 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

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 14, 1907

Des Moines Daily News

Train Hits Coach

Chicago, Jan. 14—Seven people were injured early today when a outward bound train on the Monon Railroad collided with a sleeper on the rear end of a Wabash train at 112th street.

The following people, all passengers in the Wabash sleeper, were injured;

Manuel Cook, Indianapolis head cut.

Edward Fessentham, Chicago, left leg bruised.

Wm. Morgan, Chicago, shoulder cut.

James Chancey, Ashland, Wis., leg bruised.

W.F. Chapman, Louisville, Ky., head cut and hip injured.

F.J. Spencer, Chicago, head cut.

John Faulkner, Bay City, Wis., back hurt and head cut; injuries serious.

The accident was caused by the inability of the trainmen to discern signals in the fog. The signal was up warning the train on the Wabash road to stop, but the engineer could not see it and proceeded. His train had nearly passed the crossing when the Monon train struck the sleeper.

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 15, 1907

Logansport Pharos

Subsidy Voted

At Frankfort yesterday, the vote was in favor of donating \$55,000 for the enlargement of the shops of the Monon Railroad.

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.

March 19, 1907

Logansport Reporter

From the News Flashes From The State section

The Monon Railroad Company has increased the wages of all its employees in the state.

March 22, 1907

Logansport Reporter

Fast Train Wrecked

Lafayette, March 22—The fast passenger train on the Monon Railroad between Chicago and Louisville was wrecked near Fair Oaks, every coach but the chair car leaving the track. The engine, baggage car and express car rolled down an embankment, but the passenger coach maintained an upright position on the fill. The train was running about 30 miles an hour when it left the rails and plunged into the soft embankment on the side of the track. Every coach was well filled with passengers but, strange to say, no one was killed and none fatally hurt.

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 10, 1907

Logansport Pharos

Palmer Connects Up Street Car And RR Lines

Former Councilman Geo. W. Palmer was here from Michigan City, spending Sunday with his family. He is engaged in laying several miles of brick streets in that city and in order to facilitate the work of removing brick from the cars to the place of usefulness performed a new stunt by connecting up a street car line with the Monon Railroad tracks. In three nights he removed 63,000 Poston Paving bricks from the cars and distributed them along the line of work.

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.

June 21, 1907

Titusville Herald

Interesting Test Case

Chicago, June 20—A test to determine whether the railroads have the right to give interstate transportation in payment of newspaper advertising was begun here today by the government. District Attorney Sims, representing the Interstate Commerce Commission filed suit against the Chicago, Indianapolis and Louisville Railroad, asking that the road be enjoined from carrying out a contract for transportation made with a magazine.

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 12, 1907

Lake County Times

From the Rensselaer News section

Hurley Beam of this place has gone to Lafayette to look for employment on the Monon Railroad.

July 13, 1907

Lake County Times

From Gary To Cedar Lake

Crown Point, Ind., July 13—Another electric line project of vast importance was brought to the surface here yesterday. It is nothing more nor less than the building of a line between Gary and Cedar Lake and the expenditure of a quarter of a million dollars in building a big picnic ground and amusement park on the east side of the lake as a rival to the Monon picnic grounds now owned and conducted by the Monon Railroad.

The men behind the project are men who do things in electric road construction. J.B. Hanna, president of the Lake Shore and South Bend electric line and Peter W. Meyn of Hammond were here yesterday and looked the ground over thoroughly. A thorough inspection of the route from Gary to Cedar Lake was made and several hours were spent in inspecting conditions at the lake. A tour of the lake was made in one of Lassen's launches, including a visit to Monon park, where a Sunday school picnic was in progress. An examination of the various sites for picnic grounds was made.

The gentlemen were very reticent regarding their plans and gave out nothing for publication. An idea of what they have in view, however, was formed by Postmaster Farley, who supplied them with the information as to local conditions.

The fact that an option of sixty days on the free right of way between here and Gary has been granted President Buffington of the United States Steel Company, may deter the development of their plans until it is known what action Mr. Bujngton will take towards availing himself of the option.

Mr. Hanna announced that if he built such a line, it would be as a feeder to the main line of his road which is now being built through the north part of Lake County and said he thought there was a great possibility of profit in such a line.

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 8, 1907

Logansport Pharos

From the Other Railroad News section

Many local railroad men can beat the record of Charles Preston, of Lafayette, a Monon engineer, who holds the record of that road as a man at the throttle. Ten years ago he was assigned to what is known as the "plug" run out of that place. Since that time he has been continually on that run. At different times the destination of the train has been changed, but he has always continued to stick with the "run." He has traveled in that time 600,000 miles, has put over sixty barrels of oil on the bearings of his engine and his firemen have shoveled over 5,000 tons of coal into the firebox. He says that during his ten years on the "plug" over 1,000,000 people have ridden on his train and never has one suffered any injury or accident.

William Petty, Frankfort, has filed suit against the Monon Railroad at Lafayette for damages in the sum of \$15,000 for injuries received by the explosion of a gasoline engine used at the pumping station at Brookston. He was an operator.

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.

August 30, 1907

Evening Herald

Injunction By Agreement

Lafayette, Ind., Aug. 30—In the Tippecanoe county superior court, Judge Henry H. Vinton heard the petition of the Chicago, Indianapolis & Louisville Railroad Company for an injunction to restrain the railroad commission of Indiana from putting into effect a reduced freight rate in the Linton coal field. After several affidavits had been read, Judge Vinton granted a temporary restraining order by agreement of counsel on both sides.

September 2, 1907

Logansport Pharos

Injunction Refused

Judge Henry H. Vinton, in the superior court, at Lafayette refused the Monon Railroad Company a temporary restraining order to enjoin the state railroad commission of Indiana from putting into effect a reduced rate of coal from the Linton fields to Stinesville. Attorney-General James Bingham was present and expressed himself as gratified with the ruling of the court. He

said that the issuance of a temporary injunction in a case of this kind would greatly interfere with the operation of the statute which provides for the adjustment of railroad rates by a railroad commission.

John F. McHugh, assistant General solicitor for the Monon Railroad, which road applied for the injunction contended that the railroad company would suffer irreparable loss if the reduced rate were allowed to go into effect pending the legal struggle. The attorney-general, however, said that if a railroad could obtain a temporary injunction simply by applying to the court after the railroad commission had reduced a rate, it would throw the burden of all such cases on the courts, where as the law created a commission for the very purpose of relieving the courts of such cases. In the ruling Judge Vinton said that the Monon had not shown clearly that a loss would be suffered. The new rate of 50 cents in place of the old 75 cent rate went into effect yesterday and the railroad attorneys and the Attorney General will agree later upon a day for the final hearing of the case.

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 14, 1907

Lake County Times

Special Venire Called (Excerpt)

Christ Wunschel has filed a civil case against the Chicago, Indianapolis and Louisville Railroad and Arthur Wunschel has filed a case against the same company in which he will sue for \$2,000 for personal injuries which he alleges he received.

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.

October 17, 1907

Logansport Pharos

Kick On The New Rate

The Monon Railroad is having another tilt with the railroad commission of Indiana and has filed a petition in the superior court at Lafayette asking for an order to restrain the commission from putting into force an order regulating the rate that shall be paid the Monon Railroad for handling gravel.

The new case interests several railroads. The commissioners of Tippecanoe County are anxious to get a lower rate on gravel so they can buy it at a better price for the purpose of building roads near Clark's Hill. The first complaint was made against the Big Four by the Lafayette Concrete Company. This company has its pit south of Lafayette along the tracks of the Monon. The cars are loaded there and are delivered by the Monon to the Big Four, the Wabash and the Lake Erie and Western. The Monon has been charging about fourteen dollars a car for handling the gravel between the pit and the junction.

The railroad commission has decided that this rate is too high. The commission has fixed a new rate which is expected to go into effect soon. This rate is \$5 for single cars and \$4 for two cars. The railroad company claims that it is impossible to handle a car for that amount of money and pay the wages of its men.

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.

December 26, 1907

Logansport Pharos

Steam And Trolley (Excerpt)

E.C. Field, who for the past ten years has been general solicitor for the Monon Railroad, has been appointed vice-president and general counselor of that system.

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.

January 23, 1908

New North

To Test Rate Law March 2

Judge Kohlsaet of the United States circuit court set for trial on March 2, the case of the government against the Chicago, Indianapolis & Louisville Railroad, which is charged with granting free transportation for advertising.

The case was purposely raised by the railroad company for the purpose of testing the constitutionality of the rate law, one provision of which prohibits railroads from paying for advertising with mileage.

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.

March 2, 1908

Titusville Herald

News Of The Week Briefly Foretold

The first test case against that section of the rate law which prohibits railways from giving transportation in exchange for advertising is scheduled to begin in Chicago on Monday. The case is that of the government against the Chicago, Indianapolis and Louisville Railroad. The case is felt to involve the whole principle of the law in question and will be watched with keen interest.

April 18, 1908

The Mercury

No title

A case wherein the interstate commerce law is claimed to have been violated through the Monon Railroad exchanging transportation for newspaper advertising space is on trial at Chicago this week. Its outcome will be watched with a great deal of interest by the railroads and newspaper men of the country.

May 21, 1908

Logansport Reporter

Dies Under Train

Rensselaer, May 21—John Roach, a trainman on the Monon Railroad, was instantly killed by falling under the wheels of a freight train at Rensselaer.

June 2, 1908

Cedar Falls Gazette

Conductor Killed By Train

Edward Birney, aged 35, a freight conductor on the Monon Railroad, was killed in the yards at Bedford, Ind., when fifteen cars ran over him. His home was in New Albany.

July 2, 1908

Logansport Reporter

From the News Flashes From The State section

J.P. Abel of Mitchell, bridge foreman on the Monon Railroad, fell from a bridge at Lafayette and was killed.

July 15, 1908

La Crosse Tribune

Publishers Can't Trade Space For Railroad Mileage

Chicago, July 15—Federal Judge Kohlsaat today declared illegal all contracts between newspapers and railroads whereby papers pay for railroad mileage in advertising. The opinion was rendered in a test case against the Monon Railroad, and sustains the Hepburn law. It also sustains the interpretation of that act by the interstate commerce commission.

The opinion was read when the court granted a permanent injunction against the Monon Route and Munsey's magazine, restraining them from carrying out such a contract. The injunction was asked by District Attorney Sims, who charged the contract was in violation of the statute.

The judge declared the problematic value of advertising renders it not a medium of exchange of steady, unchangeable measurement.

"Railroad tickets cannot be bartered as cash in payment for indebtedness of the railroads," he declared, adding that to permit such proceeding "would open too wide a door."

The case probably will be taken to the federal Supreme Court.

July 18, 1908

Stevens Point Daily Journal

No title

A United States judge in Chicago has decided that it is not lawful for railroad companies to pay in transportation for advertising. In the case passed upon the Chicago, Indianapolis and Louisville Railroad had entered into a contract with the Munsey magazine for \$500 worth of advertising, the same to be paid for in transportation. The case will be taken to the Supreme Court. In this state, so far as known, no transportation has been issued in payment for advertising during the past two years, and perhaps it is just as well. The editors and their families may not travel quite as much as formerly but if the editors stay at home and attend to business they may be able to pay their bills a little more promptly than they would be if they spent part of their time gadding about the country.

July 22, 1908

Cedar Rapids Evening Gazette

From the Personal section

E.A. Cousino, traveling passenger agent for the New York Central Lines, C.W. Smith of the Canadian Pacific and L. E. Sessions of the Monon are railroad representatives in the city today.

They Are Still Hopeful

Publishers and railroad companies are still hopeful that the decision of Judge Kohlsaat in the Monon pass case is not as bad as at first thought, when the information was given out that hereafter nothing but actual money could be accepted in payment for transportation from one state to another. Attorney Kretzinger, one of the counsels, has stated that the decision permits the railroads and publishers to continue their former business relations until the case is finally passed upon by the United States Supreme Court, to which an appeal has been taken. The court does not convene until the last week in October, and will then have to take up an unusually large docket. In the usual course the Monon case would probably not be reached for two or three years, unless the attorney general or the publishers move to advance it. The Georgia railroad commission has ruled that newspapers in the state may accept transportation in exchange for advertisements. This decision is of particular interest in view of the ruling of Federal Judge Kohlsaat of Chicago, in the Monon case, that such contracts are not legal. The Georgia railroad has declined to enter into any contracts with newspapers on the basis of exchange of advertising for transportation, but this is the only road under control of the Georgia state laws that has taken this stand.

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.

September 10, 1908

New York Times

Securities At Auction

\$5,000 Chicago, Indianapolis & Louisville Railroad 5 percent bonds, due 1947, coupons January and July, accrued interest from July 1 last to be charged to purchaser, 108 1/8.

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.

January 30, 1909

New York Times

\$30,000 Verdict For Legs

Chicago, Jan. 29—Haynes Hackett, a switchman of the Chicago, Indianapolis & Louisville Railroad, who lost both legs by the sudden starting of a train which he was switching, got a verdict for \$30,000 damages against the road today.

April 26, 1909

Logansport Reporter

Court Rules Against Widow

Bloomington, Apr. 26—Peremptory instructions to the jury to return a verdict for the defendants were given by Judge James B. Wilson in the \$10,000 damage suit of Mrs. Dolly Barker of Lafayette against the Monon Railroad.

April 28, 1909

Van Wert Daily Bulletin

From the Railroad News section

The Monon Railroad—Chicago, Louisville and New Albany—as an additional attraction to travelers has announced that hereafter in its dining car service a box of candy will be given to each woman. The action may serve to offset the attractions of the Pennsylvania road, which serves tea to its Pullman passengers.

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.

May 3, 1909

Logansport Reporter

Collision Fatal To Three

Indianapolis, May 3—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. The family was coming into the city to do some shopping. Two other children of the Dodd's had been left at home.

June 3, 1909

Logansport Pharos

From the City and County section

Monroe Dixon, a former Logansport patrolman now working on the Monon Railroad at Lafayette was in the city yesterday calling on old friends.

July 10, 1909

Warren Evening Mirror

Fast Harness Horses (Excerpt)

Mona Wilkes was purchased the past winter by President W.H. McDoel of the Monon Railroad, whose home is in Chicago.

July 13, 1909

Lima Times Democrat

Made Sure Of Death

Indianapolis, Ind., July 13—Lot Barger, a farmer aged 68, committed suicide this afternoon by shooting himself after placing a rope around his neck and toppled off the Monon Railroad bridge northeast of Indianapolis.

July 19, 1909

Galveston Daily News

Jumped The Track—Two Trainmen Killed and Six Passengers Injured Near Manchester, Ind., on the Monon

Chicago, Ill., July 18—While rounding a curve south of Manchester, Ind., early today, passenger train No. 3, southbound on the Monon Railroad, jumped the track. Two trainmen were killed and six passengers injured. The mail clerks, the conductors and baggageman were slightly hurt.

The killed;

N. Byrn, engineer

L. Austin, fireman.

The injured;

Mrs. Aaron, Cincinnati, wrist sprained
J. Bernstein, Louisville, shoulder and side bruised
Mrs. Margaret Bush, Chicago, wrist bruised
Mrs. R.L. Oglesby, Chicago, slightly cut on the head
Mrs. George Richards, Chicago, shoulder bruised
Mrs. Myrtle Stockery, Chicago, shoulder bruised
All of the injured passengers were taken to a hotel in Crawfordsville, Ind.

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.

July 24, 1909

Nebraska State Journal

Train Crashes Into Auto; Two Are Killed

Chicago, July 24—Two persons were killed and two others seriously hurt today in a collision between an automobile and a passenger train on the Chicago, Indianapolis and Louisville Railroad near Munster, Ind., five miles south of Hammond, today. Richard Flagg, eighteen years old, Hillsdale, Mich., was killed. Harris Eberhardt, sixteen years of age, son of E.G. Eberhardt, vice president and general manager of a woolen manufacturing company in Mishawaka, Ind., died in a hospital of injuries.

August 25, 1909

Logansport Reporter

Railroad Tunnel Caves In

Bedford, Aug. 25—The tunnel between this city and Owensburg on the Monon Railroad, has again caved in and all passengers, mail and express is being transferred at that point. It will take several weeks to put the tunnel in safe condition.

September 16, 1909

Logansport Reporter

Overhead Bridge Kills Man

Bloomington, Sept. 16—An overhead bridge, one of the few remaining in use on the Monon Railroad, was responsible for the death, near Smithville, this county, of Frank Sterne, 27 years old, of New Albany, a brakeman. Sterne was standing on top of a box car and was looking to one side when the bridge hit him, knocking off his head. Conductor Morris, in the caboose, witnessed the accident and phoned in the city for a special train, which was sent. Sterne was an experienced employee, but had just been transferred to this division.

October 23, 1909

Sheboygan Journal

New Railroad President

New York—At a meeting of the directors of the Chicago, Indianapolis & Louisville (Monon) Railroad in New York, October 14, Ira G. Rawn, vice president of the Illinois Central, was chosen president of the road. He succeeds W.H. McDoel, who retires from the presidency on November 1, but who retains his place in the directorate and as a member of the executive committee.

Mr. Rawn has been connected with the Illinois Central since 1903, having been made assistant to J.T. Harahan at that time. He rapidly was advanced through the offices of general superintendent of transportation, assistant general manager, and general manager.

Before going to the Illinois Central he was general superintendent of the Baltimore & Ohio. He started his railroad service as a telegraph operator on the Baltimore & Ohio at Cincinnati, 29 years ago. He is now 51 years old.

October 28, 1909

Waterloo Reporter

IG Rawn Banqueted

I.G. Rawn, vice president of the Illinois Central, was the guest of honor at a banquet given in the gold room of the Auditorium Annex in Chicago Wednesday evening. The division superintendents and general officers of the railroad were in attendance. F.J. Bechely of the Dubuque division of the Central was among those present. Mr. Rawn will become president of the Monon Railroad November 1.

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 6, 1909

Logansport Reporter

Strike-Breakers Reach Bedford

Bedford, Dec. 6—A carload of 52 men to be used as strike-breakers in the stone trouble here between the operators and the General Union Stone Cutters and mill employees arrived here over the Monon Railroad and were met at the depot by several hundred strikers who refused to allow them to unload. After an hour's delay, the car was ordered to be taken to Orleans which was done, but later it returned here.

The scene at the depot was alarming for awhile, but the presence of many officers and deputies preserved peace. Sheriff Box, surrounded by the crowd, told them they well know the wording of the strike injunction issued by the court and that as Sheriff of Lawrence County, it was his sworn duty to preserve the peace which he would do at all hazards. The men were finally unloaded and taken to a large hotel building that had been leased and fitted up by the operators for their accommodation and further developments are awaited. The train was met by a crowd of 3,000 people.

The men are confined in the rooms of the house where they were taken and although they demanded to be released they are kept prisoners and no one will be admitted.

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. His 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.