

REVIEW OF OUR RAILWAYS.

Ribs of Steel That Bind This Metropolis to the Civilized World.

The Several Systems of Railroads of Which Indianapolis is the Center.

Skeleton Sketches and Suggestive Statistics.

[Prepared for the Sentinel by J. Q. T.]

The concluding sentence of the recent article headed "Railroad City of the World" suggested a panoramic sketch of the several lines of road converging to this metropolis. Our Capital city is the focus of nearly a dozen leading lines, some of them being links or transits of the most important

TRANS-CONTINENTAL RAILWAYS of the country, reaching eastwardly to the Atlantic ocean and the great metropolises which guard the harbors of the world's vast commerce, and westwardly penetrating the "boundless contiguity of space" whose secrets of hidden wealth are yet to be unfolded. Others extend northwardly to the more vigorous climes, to harder communities, full of pick, enterprise and vigor, to the area of wheat, the provinces of pine and the land of copper, and to the lakes shimmering with piscatorial life; while others still point southwardly to the realm of king cotton and the land of the live oak and magnolia. Whether viewed as a railway center, to which these lines converge, or an initial point of vital importance to the "outer world," and from which the several lines diverge, Indianapolis represents, upon the map and as a matter of fact, a proud and enviable position. The little diagram map used by Mr. Jackson at the Union Depot suggests to the mind forcibly the position of supreme consequence assigned the Capital city of Indiana in the transportation economy of the country. If Indianapolis were the sun and center of the solar system, the lines radiate through space with the regularity and fullness of the rays of light from the luminary of the universe. For travel and freightage one can go direct to any portion of the Republic. No circumlocution is necessary, so far as the rail facilities of Indianapolis are concerned.

Proud of our city and hopeful of its brilliant destiny, it can not be less than beneficial and interesting to stop for a brief period in the midst of prosperity and busy industry, and take account of the mighty resources from which our strength is largely drawn, and without which our every energy would be instantly paralyzed. We can thus recognize the life blood that has contributed to our commercial and industrial health and muscle, and the vigor of the athlete. Thousands of our population migrated hither from other climes, countries, communities, cities and States, and these citizens are unfamiliar with the pioneer era of railways. Our renown, in great degree based on these roads, is as wide as civilization itself. Salient facts of history, succinctly stated, may arrest the attention of all; but of special interest will it be to these thousands of citizens who have become incorporated in the general prosperity since the network of railroads was projected and completed, to read a brief and unpretentious sketch of the origin and development of the

RAILWAY SYSTEM OF INDIANAPOLIS. An arbitrary method of grouping the roads may be adopted for convenience and for generalization. Considering the more direct interests of each, and its connections and dependence thereon, the especial relation it holds to other roads or to trunk lines, the lines leading into Indianapolis may be grouped into three more or less distinct systems, leaving two or three roads in an apparent independent relation. These groups may be appropriately designated as the Pan-Handle system, the Baltimore and Ohio system, and the Bee Line system, taking their respective names from the stem lines to which their major interests attach. In mileage, area of populous and productive country directly penetrated, and in pre-eminence as a national transportation artery, perhaps the group taking precedence is

THE PAN-HANDLE SYSTEM. First of these is the Pan-Handle trunk line East, by way of Pittsburg, direct to the commercial metropolis of the country, New York; also to Philadelphia, Baltimore, and the National Capital. It is the chief westward extension of the famous transatlantic Trunk Line road, generally known as the Pennsylvania Central, originally built through the Keystone commonwealth, from her commercial entrepot, Philadelphia, to her manufacturing metropolis on her extreme western border, Pittsburg. This remarkable transportation thoroughfare traverses one of the most interesting regions of the civilized globe, fruitful to repletion with the multifarious substantial resources of prosperous civilizations. A mere glimpse of this fascinating route suggests the marvelous grandeur of it—a concatenation of villas and gardens and orchards and blooming farms from Jersey City to the "city of brotherly love," and on westwardly through the highly cultivated area of Eastern Pennsylvania, for hundreds of miles throughout the length of that great State over variegated and undulating regions, pursuing the serpentine course of mountain streams, in search of possible pathways; skimming through perfumed and roseate valleys, leaping with industrial and opulent populations; burrowing beneath mountains, through exhaustless mines of ores and coals, finally reaching a breathing spot at the junction of the two mountain streams which form the beautiful Ohio. The mountain scenery along the Pennsylvania stem line is bewitchingly attractive, and in track, grades, coaches, equipment, method and energy of management, and every facility afforded by the best machinery, most successful improvements and all that money will purchase, this famous road is unsurpassed in the world. But the passenger carriage of the Pennsylvania Central during the Centennial year bewildered the reason. At Pittsburg, the trunk-feeder branch out—one, the Pan Handle proper, terminating here, and the other leading line, the old P. & W. Wayne and C. terminating at Chicago. At the Buckeye capital another intermediate feeder (the Little Miami) extends to Cincinnati with a further extension over the "Short Line" to Louisville. Intermediate routes under the same general system and control, extend from Columbus, Ohio, and also from the Queen City, to Chicago, by Bradford, Logansport, Anderson and Kokomo. Other prongs extend from here to Louisville, Evansville and St. Louis.

All this comprises a part of the massive system of railways under the general direction of Colonel Tom Scott, the railroad king with a world-wide reputation. But the immediate control of the Pan Handle proper, comprising the several lines of the P., C. and

St. L., terminating here, and the "Jeff" and the "Vincennes" roads, is under

MR. D. W. CALDWELL AND ASSISTANTS.

Mr. Caldwell is general manager, with principal offices at Columbus, one of his most reliable lieutenants in command being Colonel W. L. O'Brien, who is the general ticket and passenger agent. Both these gentlemen are of ray magisterial and variable popularity and distinguished efficiency. After the death of Mr. Boyd, late general ticket agent of the great Pennsylvania system, Mr. L. P. Farmer, an old-time Indianapolis citizen, who frequently visits us, was promoted to that very responsible trust, which he fills with evident satisfaction to the great corporation he represents. Appropos, in this connection, it may be mentioned as a distinguishing characteristic of the conduct of the entire system of railways, under the guidance of the Pennsylvania Central, that young men of proved capacity and energy are promoted, and retained to the end of the active management. The axiom, "old men for council, young men for war," is applied in the management of the Pennsylvania Central. The late president, A. J. Cassatt, general manager, Frank Thompson, J. N. Du Barry, Henry W. Gardner, passenger auditor; general passenger agent, L. P. Farmer; Robert P. Caldwell, William A. Baldwin of the Erie Division, D. W. Caldwell and Colonel W. L. O'Brien of the Pan Handle; Colonel Horace Scott, of the "Jeff," and E. W. McKenna, of the Vincennes road. With such young and middle-life blood and energy infused into the controlling and directing forces of a network of lines having such apparent diversity yet mutuality of interest, the magnificent spectacle of success is not a surprise. The policy pursued is genuine statesmanship.

The Pan Handle route East traverses the GARDEN SPOT OF INDIANA, the Quaker section of Henry and Wayne counties. Pursuing its course toward the rising sun, leads to the Buckeye capital and capital and onward across the great State of Ohio and over the narrow northward projection of West Virginia, called the Pan-Handle, from which circumstance this trunk line acquires its peculiar "pot-luck" name. The magnitude of this distinct property is suggested by a bit of statistics:

Cost of Pan Handle line.....\$19,947,750

Additional assets.....10,000,000

Total value of property.....\$29,947,750

The Pan-Handle is the central highway from the Ohio and Upper Mississippi valleys to the Atlantic seaboard, over the Allegheny mountains, ploughing directly through the massive belt of anthracite and bituminous coals and exhaustless mines of iron ore underlying the Keystone Commonwealth. It thus affords not only a reliable outlet to the Eastern market for surplus production, and unsurpassed shipping facilities for the trade and commerce of this inland capital, but brings to our very doors the mines and other natural resources of Pennsylvania, and the myriad manufactures for which she is famed. It is the people's central route of travel to the seaboard, being almost direct to the many great cities situated upon ocean waters, from Long Island to the Potomac. Quick travel, well-rail double track, iron and stone bridges, most improved rolling stock, experienced and faithful employees and managers, luxurious equipment for comfort, best of hotels, polite attention, varied and fascinating scenery—these are some of the characteristics of the Pan Handle Trunk line out of Indianapolis. The passenger at our Union depot can take a place in a velvet-cushioned coach, floating on gently-undulating springs, and guarded by the Westinghouse air-brake, and free from the interruptions en route by calls to meals and a night between sheets in the embrace of Morpheus, he is entranced in a dream till requested to alight upon the bank of the Hudson river—at the ferry gateway to Gotham.

THE VANDALIA LINE

is practically a Western extension of the Pan-handle. The public understood that this excellent link uniting the network of roads centering here with the metropolis of Missouri was under the general direction of the Pennsylvania interest. But the intricacies and mysteries of the inner circle of railway manipulation and management are often alluring and deceptive. Since the abandonment of the "pooling" alliance between the Vandalia and the St. L., each line has been independent, but each having either a substantial or an ideal affinity for a trunk line East—the Vandalia for the Pan Handle and the I. and St. L. for the Bee Line. The Vandalia is the development of the older Terre Haute and Indianapolis road, and the project among the first railway enterprises in the State—in 1846 and completed to Terre Haute in 1852. From the peculiar location of this short road, flanked by enterprising populations, its local traffic and travel have been great and lucrative from the beginning. It has been one of the best paying short roads in the West. The track and equipment were never permitted to deteriorate, but maintained abreast of the best. Certain rivalries, the details of which need not be given, precluded competing roads, the I. and St. L. line was constructed, reaching to St. Louis by way of Alton. The old and rich Terre Haute and Indianapolis road promptly accepted the situation, and projected the "short cut" through road across Indiana by Vandalia, the superior route of that section giving title to one of the famed and most popular travel and traffic routes in the country. To the mutual astonishment of the competing lines, both roads did a good paying business, and it "cutting of rates" could be avoided, there is no reason why the Vandalia should not prosper. The Vandalia has the advantage of being shorter than its rival, and thus, with a reputation extending from ocean to ocean for good management and splendid transportation facilities, gives it a gratifying bulk of business. The numerous articles of our manufacturing industries can be transported to the prosperous communities occupying vast agricultural areas in Illinois, Kansas, New Mexico and Texas, and from these vast bucolic principalities there will flow to us in return countless thousands of cattle, sheep, hogs and other stock. Here W. R. McKenna, one of the recognized enterprising men of the West, a nominal resident of Terre Haute, is the chief executive of the "Vandalia," while a former popular and favorite citizen of the Hoosier capital, Major John E. Simpson, manages the corporate affairs of St. Louis headquarters. Mr. Riley McKenna is of that metal to inspire any enterprise with ambition and success. In a recent report of Major Simpson, the following fact is modestly stated: "I am pleased to be able to say that no passenger was killed or injured during the year."

THE J. M. AND I. (JEFF.) ROAD. The Madison and Indianapolis line was the pioneer railway of this State, and it enjoyed all the distinction and disabilities which that term implies. In 1830, at the earliest of railway discovery and utilization, the Indiana Legislature chartered a half dozen railroad lines. Only a year or two before had the Baltimore and Ohio railway, near Baltimore, and a few other short roads in the East and in England, practically illustrated the new motive power and suggested the feasibility. But the action of our legislative Solons was a Utopian dream. They had little conception of the immense cost of railway construction compared with that of other thoroughfares. This was a new

State, sparsely settled, scarce of millionaires and even of modest capitalists. Among these early charters was one between Indianapolis and Lawrenceburg, contemplating steam connection with the Queen city, then as now the command of this river valley and its upper tributaries. That was the one practical line, and but for a series of circumstances and personal selfishness, Cincinnati and Indianapolis would have been united by rail by 1840 instead of a dozen years later. The Lawrenceburg enterprise, after a few faithful efforts at making a real beginning, was abandoned. Then, in 1836, the State took hold of the already initiated "Madison and Indianapolis" railroad. For five years it was a "Credit Mobilier" bonanza, nearly \$2,000,000 being squandered in constructing the road from Madison to Vernon, a distance of 22 miles. Six years later (1847) it entered the capital, and this city was thus brought in steam connection with all the navigable waters of the wharf at Madison. 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