AFFAIRS OF THE RAILWAYS.

Still Under a Cloud.

The Chicago & Ohio road, formerly the Danville, Olney & Ohio road, is still struggling for an existence. President Corbin's great financial ability and C. E. Henderson's excellent and economical management fail to bring the road to the front. The poor crops and the workings of the interstate law were the heavy weights of last year, and will be this, or at least the early part of it. General Manager Henderson's annual report shows gross earnings for the year 1887 to have been $65,699; net earnings, $934; interest first mortgage, $13,980; deficit, $13,046. The gross earnings thus far the present year have been but about 50 per cent. of what they were the first four months of 1887. Some day brighter news may be told of this property, but 1888 promises to be rather discouraging. In a year of fair crops the road will earn operating expenses and interest on the first mortgage bonds, but the outlook for the holders of the income bonds ever realizing anything is decidedly slim, certainly until more money is invested in extending it southward. Unfortunately for the Western lines President Corbin is giving them but little attention—the Philadelphia & Reading and the Long Island roads absorbing him almost entirely—and his right bower, Col. J. D. Campbell, does not show the interest in the Western lines of former days. One year of good crops, however, will change the situation for the better for the Ohio, Indiana & Western, the Central Iowa and the Chicago & Ohio roads.

Opposition to the Interstate Law.

In the annual reports which have recently been made public the presidents of several roads have placed themselves on record as opposed to the interstate-commerce act. The comments of President Perkins, of the Chicago, Burlington & Quincy, are a fair example. Mr. Perkins says the general decline in freight rates the latter part of 1887, which will be more seriously felt in 1888, is due largely to the absence of any means of self-regulation among the railroads, because of the prohibition of pooling by the interstate-commerce law. Another effect of the interstate-commerce law, as interpreted, is its tendency to drive the wholesale or jobbing trade to cities which enjoy water competition, and to reduce the amount of such business at interior cities wholly dependent on railroads, where heretofore a large aggregate traffic may have made it an object to fix lower rates.

Personal, Local and State Notes.

The Southern railroads for a few months have maintained rates remarkably well. On several roads advances will be made to-day.

S. M. Brown, formerly a Lafayette man, has been appointed general agent of the Denver & Rio Grande, with headquarters at Leadville.

Members of the National Train-dispatchers' Association yesterday received free transportation for themselves and wives to the coming annual convention.

In about thirty days a new pay-car for the Bee-line will be turned out at the Brightwood shops, which, it is said, will be one of the most convenient and commodious run over any Western line.

Col. J. A. Weiss, who for some years was engineer of maintenance of way on the Jeffersonville, Madison & Indianapolis road, is in the city. For a couple of years past he has been in Texas building railroads.

The Chicago & Alton and the Missouri Pacific managements say that the Western lines need have no fears that their alliance is to lead to any rate wars, and their competitors have no grounds to make such predictions.

Commencing with May 13 the limited trains over the Bee-line will be run from Cleveland direct, instead via Dayton. An accommodation train will be put on to run between Union and Dayton, connecting with these trains.

Engine No. 437 of the Pennsylvania Company was turned out of the Indianapolis shops yesterday so thoroughly rebuilt that it is really a new engine. It was originally a Burnside, but is now the Pennsylvania standard throughout.

Negotiations are pending which will probably result in the C., L., St. L. & C. and the Lake Erie & Western jointly putting on a through coach between Cincinnati and Peoria, the C., L., St. L. & C. turning the coach over to the L., E. & W. at Lafayette.

Passenger agents on the C., L., St. L. & C. are already beginning to work for business for the Chesapeake & Ohio road. With other things they are distributing an illustrated, neatly bound book, containing views of the scenery to be found on the line of the C. & O.

If the time-table which the superintendents of the Pennsylvania and Vandalia lines are now stringing is adopted for the new vestibule trains there will be but one stop made between Indianapolis and Terre Haute either way, and none between Indianapolis and Richmond, except at railroad crossings.

The railroad companies interested in the opening of the Philadelphia & Reading route to the West have made their final arrangements. The route proposed is from New York via the Jersey Central to Allentown; thence to Harrisburg over the Reading, and from Harrisburg over the Pennsylvania.

Commencing with to-day the roads carrying west-bound business must furnish a coupon to every passenger on the train over the St. Louis bridge. This will make a good deal of trouble for the roads doing business over the bridge, as it renders the present forms of tickets worthless. Dishonesty is alleged as the cause for the issuing of the order.

J. W. Sherwood, who is now on the Milwaukee, Lake Shore & Western road, has under his supervision 357 miles of road, one of his divisions running into the immense iron deposits to be found at Gogebic, Bessemer and Ironwood. This road, it is expected, is to become one of the most important and best paying lines in the Northwest.

The management of the Vandalia have about decided to order four new engines from the Pittsburg works. The five they now have from there are satisfactory. Fifteen years ago Pittsburg engines had a bad reputation, owing to their design, but, under the present management they have come to the front, and compare favorably with any engines built in America.

Perry Griffith, well known in Indianapolis railroad circles, now district passenger agent of the Wabash, last week sold the longest mileage to the Gus Williams theatrical troupe ever sold in this country. There are sixteen persons, and the ticket covers 3,627 miles, going to British Columbia, Puget sound, Salt Lake, San Francisco, Los Angeles, Kansas City and returning to Chicago.

Sandusky is coming into prominence as a summer resort. The railroads have joined hands with the citizens to bring about such a result. The Lake Erie & Western and other roads running in there have put $100,000 into the new hotel building at "Put-in-Bay," and are expending a good sum of money in improving "Island Point." Low rates are to be offered, and other inducements to draw pleasure-seekers there.

Lieutenant-colonel Jared A. Smith, United States engineer, is spending a few days with friends in Michigan City. Colonel Smith and V. T. Malott, when the latter was general manager of the L., P. & C. road, were instrumental in bringing about the excellent harbor improvement at Michigan City, and both gentlemen have many friends there who appreciate the good work they accomplished.

There seems to be a better prospect now than ever before that a road will be built from Hannibal, Mo., to Omaha. The project is not a new one. Some years ago the owners of the Indiana, Bloomington & Western had under consideration an extension which, in connection with the Wabash, would have given them a direct Omaha line, and one into southwestern Iowa, as well. The Wabash never fulfilled certain conditions, and the extensions were not built. Another syndicate has now taken up the project.

Miscellaneous Notes.

The Santa Fe has made a proposition to use the Rock Island & Pacific road for traffic purposes to Peoria, and its terms have been accepted. The Rock Island will run the trains.

The Pullmans propose to put on another vestibule train each way daily between Chicago and New York, and will build the coaches as soon as they get their New York and St. Louis line equipped.

The Boston & Maine road, to-day, pays its "centennial" dividend, (No. 100.). It has divided in the forty-five years of its existence among its stockholders 373 per cent., an average of 8.29 per cent. per annum.

The Atchison, Topeka & Santa Fe has introduced a good idea, that of carrying tools such as axes, saws, water-buckets, etc., in chests fastened to the coaches underneath, where, in case of accident, they can be more readily reached than when carried in the car secured to the side.

The New York Central has just placed in the service thirty new coaches. All are equipped with the improved Westinghouse automatic brakes, the Martin system of heating, high back tilting seats and superior arrangements for ventilation. The coaches rest on heavy trucks with thirty-six-inch steel-tire wheels.

The vestibule trains which the Atchison, Topeka & Santa Fe commenced running on Sunday between Chicago and Kansas City represent an investment of $1,000,000. Each train is lighted by electricity and heated by steam from the locomotive. Every modern improvement and convenience known to railroading has been introduced.

James Colhoun was yesterday appointed assistant general freight agent for the Philadelphia division of the Baltimore & Ohio with headquarters at Philadelphia. The general agency of freight traffic at Philadelphia has been abolished, and J. H. Weeks, who held that position, has been appointed commercial agent, with office at Philadelphia.

The Florida roads and their connecting lines are happy. The State Railroad Commission, in response to a petition of a number of large roads, has authorized an increase in passenger rates to 4½ cents per mile, at which figure the roads expect to find it profitable to operate. Last December the commission reduced rates on Florida roads to 3 cents a mile, despite the remonstrance of the railway managers. It has been found impracticable to run the roads on such a basis, as many of the lines pass through sparsely settled sections.

A few months ago the Journal made the remark that within a few years at furthest the railroads of New England would likely be controlled by five corporations, and indications are that the prediction is to be fulfilled. Since that time the Old Colony has gathered in the Boston & Providence road, and now the New York, Providence & Boston, or "Stonington" road, is closing a lease by which it will secure control of the Providence & Worcester road. At Worcester connection will be made with the lines leading out into New Hampshire, which, it is believed, will in the near future become parts of the N. Y., P. & B. system.

TELEGRAPH AND TELEPHONE.

Relations Between the Western Union and the Bell Company—Big Fight in Prospect.

NEW YORK, April 30.—The Times prints the following interesting editorial in regard to the relations between the Western Union Telegraph Company and the Bell Telephone Company: "In January last the president of the Western Union Telegraph Company had a long interview with the president of the Bell Telephone Company concerning the mutual interests of the two great corporations. 'We both agreed,' said President Green to the Washington correspondent of the Herald, a few days later, 'that the present contract was an excellent thing for all concerned, and that it would be to our mutual disadvantage to annul it. The contract had been violated on the lines of the New England company,' he added, 'but the Bell company had tried to enforce its terms and the two corporations were in perfect accord in every particular.' The attitude of these corporations toward each other—one holding a monopoly of telegraphic communication and the other a monopoly of telephoning—is a matter of some public interest, especially because of the terms of the contract of 1879 and of the recent encroachment of one company upon the field of the other, seemingly in violation of that contract. While it is asserted, as we have shown, that the companies 'are in perfect accord in every particular,' the Boston Commercial Bulletin, a trade journal of excellent standing, declares that the Western Union is not satisfied and has appealed to the courts for a settlement in accordance with its own interpretation of the contract. The Bulletin asserts that this suit has been pending for some time and has been referred to Judge Lowell as master, while provision for the taking of depositions has been made. When the great suit of nine years ago between the two corporations was compromised, the Bell company took from the Western Union the valuable and apparently indispensable telephone patents of Edison and agreed to pay to the Western Union 20 per cent. of all rentals or royalties received by it for telephones. This agreement is embodied in the contract of Nov. 10, 1879, which was to run seventeen years. In compliance with its terms the Bell company has paid in cash to the Western Union nearly $2,500,000 since 1880, the annual payment having risen from $214,000 in 1881 to $404,000 in 1886. The Bell company agreed not only to pay this tribute, but also to prevent competition between the telephone and telegraph—that is to say, it agreed that the telephone should not be used for transmitting 'general business messages, market quotations, or news for sale or publication,' in competition with the Western Union. The so-called 'long-distance' telephone service clearly encroaches upon the field of the telegraph, but it does not appear that the pending suit relating to the contract is pressed by the Western Union on this account. The Commercial Bulletin says:

"Things worked smoothly until the Bell company entered the extraterritorial business, when the Western Union showed irritation and brought suit for an accounting under the contract. They claimed that the Bell people had been recreant to their trust; that instead of getting all the royalty possible from subcompanies they took franchise stock as large measure of the consideration, and the Western Union claimed one-fifth of this franchise stock.

"This would be a claim for $6,000,000 or $7,000,000 of stock in the local telephone companies of the country, and, if the Bulletin has not been misinformed, the suit is one of great importance. Three or four years ago the Bell company adopted the policy of exacting stock from local companies in payment for franchises, or for the privilege of paying $14 a year for the use of instruments costing only $3.42. It has been the company's practice to demand 35 per cent. or more of a local company's entire capital stock. In this way and by purchase it had accumulated, on May 5, 1885, no less than $22,016,573 in such stocks, and $15,531,050 of this had been taken for franchises. Subsequent exactions may have raised the total to $20,000,000. According to the Bulletin, the Western Union holds that by accumulating this stock the Bell Company has evaded the requirements of the contract; that in the place of the stock, which yields nothing to the Western Union, there might have been collected for the use of instruments larger rents, one-fifth of which the Western Union would have enjoyed. The Western Union complains because an annual rent of more than 400 per cent. upon the cost of the property was not raised. If such a claim should be sustained the Western Union would obtain a considerable quantity of stock in all of the local telephone companies, which might be used advantageously against the Bell company if the two great corporations should become openly hostile, and if the Western Union should, without regard to the contract, undertake to use the patents of Edison and Gray. It is asserted that the Western Union is accumulating telephone patents which can be used hereafter. The patents surrendered to the Bell Company under the contract would become very valuable if Bell's broad claim should be broken before the expiration of his patent, and if that claim should not be disturbed the Western Union would still be well equipped at the expiration of the contract for entering the Bell Company's field, or at least would be able to exact from the Bell company better terms for peace than are specified in the present agreement. At the expiration of the Bell patent the Bell company's long-distance lines will have become extended so as to afford, in connection with the local exchanges, the frame-work upon which could be built up a formidable opposition to the Western Union. It should be noted that the suit for an accounting, to which the Bulletin directs attention, has not been pushed zealously. If the two companies are not in exact accord, neither of them desires war. And if together they should be able to control absolutely the business of telephoning six or eight years hence, it is probable that they would then prefer to divide the profits amicably rather than to fight over them."

A Fierce and Fatal Fight.

EL PASO, Tex., April 30.—A fierce hand-to-hand encounter at Valentine, a small station 160 miles east of El Paso, on the Galveston, Harrisburg & San Antonio railroad, Saturday night, resulted in the killing of conductor Charles Server and the fatal wounding of Samuel Taylor, a drunken cowboy. When the train stopped at Valentine Taylor got aboard and went through the coaches, using vile language. Server argued with him, and finally forcibly ejected him. Taylor drew a dirk eight inches long, and began stabbing him about the head and shoulders. Server immediately commenced emptying his revolver into Taylor. Both men sank down in the midst of their deadly conflict. Server received five scalp wounds, a thrust in the neck that severed the carotid artery and jugular vein, and a cut in the left arm. He died in a few minutes. Taylor was shot three times. Two balls went through his body just below the heart, and the third struck him in the face at the left side of the nose, passing behind that organ, forcing the right eye out and itself coming out above the eye. Server was about forty years old, and unmarried. He was supposed to have come from the East.

A Peanut Trust.

NORFOLK, Va., April 30.—A peanut trust has been formed in this city, embracing firms engaged in the peanut trade in St. Louis, Cincinnati, New York, and Norfolk, Petersburg and Smithfield, Va. In fact, the entire peanut interest of the country, with the exception of three small factories, is included. A president and board of directors have been elected.

VINCENT LUNDBERG, of Stockholm, Physician-in-chief to the King of Sweden, recommends Hall's Vegetable Sicilian Hair Renewer for the scalp and hair.

THE FIFTIETH CONGRESS.

The Senate Passes a Number of Bills and Discusses International Copyright.

WASHINGTON, April 30.—The following Senate bills were taken from the calendar and passed:

For public buildings at Youngstown, O., $100,000, and at Akron, O., $75,000; to authorize the Secretary of the Treasury to re-examine and re-audit the claim of the State of Pennsylvania for advances made and money advanced to pay the militia called into service under the President's proclamation of the 15th of June, 1863.

The Senate then proceeded to consideration of the railroad land forfeiture bill.

Mr. Mitchell offered an amendment confirming to the city of Portland, Ore., the rights of way and riparian rights heretofore conveyed to it by the Northern Pacific Railroad Company for water-works purposes. Adopted.

Mr. Paddock offered an amendment providing that nothing in the act should be construed as limiting the rights granted to purchasers or settlers by the forfeiture act of the 3d of March, 1887; or as repealing, altering or amending that act. Adopted—Yeas, 30; nays, 7.

The Senate bill to authorize the sale of a tract of land in the military reservation at Ft. Leavenworth, Kan., to the Leavenworth City Water Company was passed.

The international copyright bill was then taken up. The amendment heretofore offered by Mr. Morrill (as to publication of magazine and newspaper articles) was withdrawn by his authority and another amendment was offered for him by Mr. Chace, who said he would accept it as a matter of compromise. It was that any publisher of a newspaper or magazine may import, for his own use, but not for sale, not more than two copies of any newspaper or magazine published in a foreign country. The amendment was adopted.

Mr. Vest moved to strike out the words "from type set," so as to have the clause read, "Book or dramatic composition printed within the limits of the United States."

Mr. Beck spoke against the bill. He said it was a bill for trusts, pools, combinations, exclusive rights to certain men. He quoted from the report made in the Forty-second Congress by the joint committee on the library—consisting of Senators Morrill, of Maine; Sherman and Howe, and Representative Peters, Wheeler and Campbell, of Ohio—to show that the effects of the bill then proposed would be to increase the price of books and to deprive the great masses of the American people of the benefits which they were deriving under existing laws. The object of the bill was to build up a monopoly and to give to the publishers of the four great publishing cities—New York, Boston, Philadelphia and Chicago—the exclusive power to publish foreign books and to exact any price that they saw fit.

Mr. Vest said he did not like the friends of the bill to be placed in the category in which the speech of the Senator from Kentucky placed them. He [Mr. Vest] favored the principles established by the International Copyright Union, and he quoted from a message of President Cleveland urgently pressing the subject on the attention of Congress. All that any friend of literature demanded was that the people of this country should simply give to foreign authors the same protection that they give to their own authors; that there should be no geographical distinction in the commonwealth of letters. As to Mr. Beck's argument, that the bill was in favor of pools and monopolies, he [Mr. Vest] said there could be no worse pool and no more dishonest one than that of publishers taking books to which they had no right and publishing them. If the principle of the bill were struck down it would be a striking down of the principle which underlies all rights of property—that of creation, whether intellectual or physical.

The question was taken on Mr. Vest's amendment, and it was rejected without a division.

Mr. Jones, of Arkansas, moved to strike out all of Section 2, requiring, as part of the conditions of copyright, printed copies of books and works of art to be sent to the Congressional Library, books to be printed from type set within the United States.

The vote on the amendment was, yeas 14, nays 19—no quorum voting. The Senate then adjourned.

The Tariff Debate in the House.

WASHINGTON April 30.—The call of States for the introduction of bills for reference was dispensed with, members being permitted to file their measures at the clerk's desk.

The House then went into committee of the whole on the tariff bill, and was addressed by Mr. Grosvenor, of Ohio. It was strange, he said, that the Democratic party arrayed itself, led by the amateur statesman, the President of the United States, in defense of the internal revenue system; that suddenly the Democratic party had become the champion of that system. For twenty years the gentlemen representing the Southern States had not only denounced the general system of internal revenue, but had opposed all the efforts of the government to enforce the law, and had so thoroughly educated the people of the South into the belief that the system was tyrannous, that they had builded up a great sentiment in the South, that to defeat, and violate, and destroy that system by fraud, and violence, and bloodshed, and murder was but the assertion of the God-given right of rebellion against the tyrannous enactments of a tyrannous government. Now the Democratic party, directed by the message of the President, ordained that the most sacred monument of taxation in this country was now, and must be in the future, the internal revenue system. Discussing briefly the speech of the gentleman from Minnesota [Mr. Nelson], he quoted that portion of the speech in which the gentleman put free wool and free lumber against free whisky and free tobacco. When the gentleman undertook to put the Republicans who favored the repeal of the internal revenue law into the category of being in favor of free whisky and free tobacco, he made a great mistake. The proposition to repeal the tax on whisky was to remit the power of taxation to the States and to permit the States to take the place of the general government. Referring to a remark in Mr. Hemphill's speech, that the present tariff law was unconstitutional and robbery, he queried how it would be any less robbery by reason of a reduction of rates. If a robber took from him $50 (all he had) it was robbery; if he took $10 and left $40, it was still robbery. The mission of the statesman was to see to it that the laboring men of the country should have a great deal higher wages than the laboring men of other countries. He quoted statistics in behalf of his assertion that the condition of the farmers was prosperous, and argued that the amount of mortgages upon the farms of the Western States, which had been absurdly exaggerated by the gentleman from Missouri [Mr. Bland], indicated not that the farmers had grown poorer, but that they had borrowed money either for the purpose of improving the property they already owned, or else to buy out their neighbors who had concluded to go still further West. The prosperity of the country had met with no check until the Morrison bill menaced the industries of the United States. The disaster which was threatened by the Morrison bill would be quadrupled by the passage of the Mills bill. He looked for the restoration of the Republican party to power—the party which had laid deep and strong the foundation upon which the great tariff structure had been builded; a party grown wiser by the assaults made upon the system by its enemies, and it would then be able to refurnish and rebeautify the magnificent structure which was to-day the pride and glory of the American citizen. [Applause.]

Mr. Raynor, of Maryland, did not think that the duty on glass should be reduced to the extent proposed in the bill. But there would be plenty of duty left to make up for all differences in the rate of wages here and abroad, and if any glass manufacturer put down wages he would be using the bill as a pretense for oppressing his employes; but, no matter how the bill came from the Democratic party, he would vote for it. [Applause.]

Mr. Nutting regretted to hear the gentleman say that although there was a wrong in the bill which put thousands of laboring men at a disadvantage he would vote for it.

Mr. Raynor replied that he would follow his great party on this great issue. He had no right to look to any industry in his district when the question before the country was whether a systematic plan of robbery and plunder should be continued. Passing to a consideration of the question of trusts, he said that unless heroic steps were taken to impede their advance private enterprises would be seriously affected and the prices of the principal commodities of the country would be arbitrarily fixed. The Standard Oil Trust was one of fraud, corruption and oppression.

Mr. Cannon, of Illinois, inquired whether the gentleman did not know that the present administration had appointed one of the principal representatives of the Standard Oil Company [at least by relation, if not otherwise] Secretary of the Navy; and that another representative was the Senator of his party from Ohio.

Mr. Raynor replied that the fact that a man was a son-in-law of somebody connected with the trust did not mix him up with the fraud. He believed he could vouch for Secretary Whitney that he had not the slightest connection with the Standard Oil Trust, but it did not make any difference to him who was connected with it. He did not care whether Republicans or Democrats, silver men or Greenbackers, it was the greatest fraud upon the people that had ever been perpetrated. If the Democratic party struck down monopolies it would receive, under the leadership of him who led it now—and who was as dauntless a champion as patriotism ever possessed and as fearless a foe as corruption ever encountered—the renewed fealty of the people. But if it locked hands with monopoly the handwriting was on the wall, for treachery could never triumph and a lie could never live [Applause.]

Mr. Henderson, of Iowa, said that the President had thrown the gauntlet at the feet of protection and stood boldly up as the champion of free trade. He criticised the bill as crippling where it should support, and tearing down where it should build up. The farming industry had a greater interest in protection than any other industry in the country. The application of free trade, or of such a reduction of the tariff as would throw out of employment the non-agriculturist, would be a blow that the farmer would feel deeply. He warned the laboring man against any party, President or law-maker whose acts would quicken the the trade of England, while in a comparative degree it would check the manufacturing industries of their own country. [Applause.]

Mr. Gallinger, of New Hampshire, opposed the bill, and at the conclusion of his address the committee rose and the House adjourned.

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., April 30, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna Building:

E. J. Howland et al., executors, to Pamelia Johnson, part of northeast quarter of section 19, township 16 north, range 4 east	$4,000.00
Emma L. Freeman to Wm. J. Johnson, lot 141, in Clark's addition to Haughville	250.00
Roger A. Sprague to Wm. A. White, part of lot 42, in C. St. John West's addition	500.00
Mary E. Johnston to Charles L. Woolenweber, lots 6 and 7, in Hubbard's subdivision of lots 3 and 4, in square 2, in Harris' subdivision of outlot 157	320.00
Margaret B. Copeland to Martha F. Hammond, lot 7, in W. A. Bell's subdivision of south half of block 26, in Johnson's heirs' addition	1,400.00
Wm. T. Wallace to Aaron P. Nixon, part of the east half of southwest quarter of section 15, township 14 north, range 4 east	600.00
Frederick M. Bachman to Rosanna Miles, jr., part of lots 4, 5, 6, and 7, in Woodruff's subdivision of B. F. Morris's addition	900.00
Benjamin F. Crawford, et al., to Joseph F. Lowry, lot 1, in Crawford and Taylor's first subdivision	350.00
Joseph H. Clark to Louisa E. Overholser, lot 214, in J. H. Clark's addition to Haughville	200.00
John B. Haslinger to Paulina A. Morgan, lot 21, in Hall Place	700.00
John S. Spann to Henry J. Spann, lot 5, in Spann's subdivision of outlot 4	3,500.00
Henry Barrett to John Bernhardt, lot 190, in Clark's addition to Haughville	200.00
George P. Anderson, administrator, to Sarah D. Bowe, lot 382, in Fletcher et al.'s subdivision of outlots 96, 97, 98, and south half of 91	975.00
Anna B. Wade to Elzina Shaffer, part of lot 29, in Wm. Y. Wiley's subdivision of outlot 161	600.00
John Berndt to August Berndt, lot 310, in Vajen's south Brookside addition	80.00
Harry S. Galt to George Stevens, lot 15 and part of 14, in Brown Place, in Haughville	850.00
Hary E. Hogshire to Alfred R. Hovey, lots 74 to 80, in Johnson & Hogshire's East Washington-street addition	400.00
Conveyances, 17; consideration	$15,825.00

Can a Man Swallow a Cannon Ball?

Well, "that depends." He can if his throat is large enough and the cannon ball not too large. The question really seems worthy of some consideration in view of the size of some of the pills that are prescribed for suffering humanity. Why not throw them "to the dogs" and take Dr. Pierce's Pleasant Purgative Pellets? Small, sugar-coated, purely vegetable, perfectly harmless, in glass and always fresh.

DIED.

PHILLIPS—Maggie B. Phillips, at her late residence, 514 East Eighth street. Age seventeen. Funeral and burial private. Friends can view the remains Tuesday, May 1, from 2 to 4 p. m. No flowers.

ANNOUNCEMENTS.

DR. J. A. COMPTON, OFFICE, 40 EAST OHIO st.; residence, over office; telephone, 125.

ASTROLOGER—MRS. DR. ELLIS, SCIENTIFIC Astrologer, can be consulted, for a short time, on all affairs of life—where to go, what to do, to gain success in business, health and happiness. Office, Ryan's Block, Tennessee street and Indiana avenue, third floor, Room 8.

WANTED—AGENTS.

WANTED—LADY AGENTS. "A" SKIRT AND bustle combined and B Hose Supporters. Both new. Big profits. Secure towns for spring trade. LADIES' SUPPLY CO., 287 W. Washington St. Chicago.

WANTED—LADY AGENTS FOR OUR IMproved Combination Bustle-skirt; removable hoops; can be laundried. Latest Paris style. One agent sold 500 in Columbus last spring, and made $500. Spring trade now. Address, with stamp, E. H. CAMPBELL & CO., 484 W. Randolph st., Chicago.

AGENTS WANTED—$500 PER MONTH MADE by selling Hon. James G. Blaine's new book, "Political Discussions," and his famous history, "Twenty Years of Congress." Mr. Blaine's masterly arguments given in "Political Discussions" make it a companion for "Twenty Years of Congress." Just the book for a campaign year. Liberal terms. Salary or commission. Apply at once. J. E. HASKELL, 16 Old Sentinel Building, Indianapolis.

WANTED—MALE HELP.

WANTED—EXPERIENCED HAT SALESMAN with established trade through State of Indiana. Address P., 336 Market street, Philadelphia.

FOR SALE—MISCELLANEOUS.

FOR SALE—A FIRST-CLASS RESTAURANT outfit; cheap. Apply at 132 S. Illinois st.

FOR SALE—WEBER GRAND PIANO; WHITE Sewing-machine, nearly as good as new; cheap. Call at 813 N. Alabama st.

PROPOSALS.

PROPOSALS FOR FRESH BEEF—INDIANAPOlis Arsenal, Ind., April 2, 1888.—Sealed proposals, in triplicate, subject to the usual conditions, with a copy of this advertisement attached, will be received at this office until 10 o'clock a. m. on Wednesday, May 2, 1888, at which time and place they will be opened in the presence of bidders, for furnishing and delivering the fresh beef required in the Subsistence Department, United States Army, at this post, during the fiscal year commencing July 1, 1888, and ending June 30, 1889. The government reserves the right to reject any or all proposals. Contracts made under this advertisement shall not be construed to involve the United States in any obligation for payment in excess of appropriation granted by Congress for the purpose. Information as to the manner of bidding, conditions to be observed by bidders, and terms of contract and payment will be furnished on application to the office. Envelopes containing proposals should be marked "Proposals for Fresh Beef," and addressed to the undersigned. CLIFTON COMLY, Major of Ordnance, A. C. S.

PROPOSALS FOR FUEL, FORAGE AND STRAW —Office Acting Assistant Quartermaster, Indianapolis Arsenal, Ind., April 2, 1888.—Sealed proposals, in triplicate, subject to the usual conditions, will be received at this office until 10 o'clock a. m., on Wednesday, May 2, 1888, and opened immediately thereafter, in presence of bidders, for furnishing and delivering at this post fuel, forage and straw during the fiscal year commencing July 1, 1888. The government reserves the right to reject any or all bids. Preference given to articles of domestic production, conditions of price and quality being equal, and such preference given to articles of American production and manufacture produced on the Pacific coast to the extent of the consumption required by the public service there. Blank proposals and information will be furnished on application to this office. Envelopes containing proposals should be marked "Proposals for Fuel," "Forage" or "Straw" (as the case may be), and addressed to the undersigned. W. H. REXFORD, Captain, O. S. K., A. A. Q. M.

FINANCIAL.

MONEY TO LOAN—WM. & H. M. HADLEY, 70 East Market street.

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Indianapolis & Vincennes Railroad Company

INDIANAPOLIS, April 19, 1888.

The annual meeting of the stockholders of the Indianapolis & Vincennes Railroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., at 2 o'clock p. m., on

Thursday, May 10, 1888,

For the election of seven directors to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting.

S. B. LIGGETT, Secretary.

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