AFFAIRS OF THE RAILWAYS.

The L., B. & W. Coming to the Front.

On Monday last the Cincinnati, Sandusky & Cleveland road was paid the judgment it had against the old Indiana, Bloomington & Western road, now the Ohio, Indiana & Western. President Corbin is said to have advanced the money for the purpose. It is also thought that an attempt will be made to re-establish friendly relations between the two roads. This judgment was for money withheld under the Indiana, Bloomington & Western's construction of the lease question, in connection with the part of the Cincinnati, Sandusky & Cleveland railroad leased to the Cleveland, Columbus, Cincinnati & Indianapolis company for 35 per cent. of gross earnings. The Indiana, Bloomington & Western, according to the lease to which it was a party, was to pay 33 1-3 per cent. of the Sandusky road's earnings as rental, the Sandusky claimed 33 1-3 per cent. of the rental received from the C., C., C. & I. for the portion of the road which the latter leases; while the I., B. & W. claimed that its contract did not compel it to pay over the Sandusky more than 33 1-3 per cent. of the latter's gross earnings, and those of the branch leased to the C., C., C. & I. The Sandusky road went to court about the matter and won its case, obtaining a judgment compelling the I., B. & W. to pay about $350,000, with interest. The latter amount was sent to Boston. There are some reasons for believing that the talk of the A. T. & S. F. gathering in the O., I. & W. road has poor foundation. Within the last two weeks President Corbin has given orders that $200,000 be expended in improving the Peoria division, among other things cutting down the grades. Other instructions have been given recently, which go to show that President Corbin has decided to risk another $500,000 on the property, and if possible place the road well upon its feet.

Personal, Local and State Notes.

The new Colorado rates which are to go into effect on July 20 will not become effective until the 23d of the month.

A number of express men are in Cleveland attending the annual meeting of the Expressmen's Mutual Aid Association.

In the last two or three days there has been a largely-increased inquiry for cars, and it is believed that by next week most of the roads will be very busy.

All hands, for the time being at least, have ceased going lower on dressed beef and cattle rates eastward, but the rates on seed and wool are still being hammered down from day to day.

There is considerable speculation over the future of the Wheeling & Lake Erie road, as it is now controlled by the same syndicate which operates the Cincinnati, Hamilton & Dayton lines.

The Bee-line has just received the fifteen new coaches ordered some months ago from the Dayton car-works. Eight of them were put in service yesterday to run between Cleveland and St. Louis.

The Grand Rapids, Lansing & Detroit road was opened for business on Monday. The American Express Company have been notified that this company would do the express business on the new line.

The Ohio & Mississippi road has copied after the Atchison, Topeka & Santa Fe, and put on ticket-collectors. All that the conductor has to do now is to look after his train, as he collects neither cash fares nor tickets.

It is believed that in the near future some entertaining history regarding the Ives-Staynor-C., H. & D. deal will come to light. If Messrs. Ives, Waite and Short would tell the whole story it would doubtless be interesting reading.

Telegrams received on Tuesday night from San Francisco, announced the sudden death of H. P. Stanwood, Pacific coast agent of the Chicago & Northwestern. "Deacon," as he was familiarly known, had been connected with the passenger department of the C. & N. W. for twenty-five years.

As an evidence of the amount of money thrown away in the dressed-meats rate-wars it is stated that the actual cost of handling meats in refrigerator cars is 35 cents per 100 pounds. Such being the case the roads are to-day paying 27 cents per 100 pounds for the privilege of hauling meats from Chicago to New York.

The trains of the C., St. L. & P., from Chicago, are backed into the depot off the "Y" in such a reckless manner that almost daily there are narrow escapes from fatal accidents. Yesterday afternoon one of these trains was backed into the station at a speed of fully ten miles per hour, and two ladies narrowly escaped being run over.

The shrewd managers of the Cincinnati, Indianapolis, St. Louis & Chicago road undoubtedly have a hold on what is known as the Louisville, Cincinnati & Dayton road, which will end in the latter becoming a part of the Big Four system. A good line to Madison and Louisville would be a card in favor of the Ingalls method of doing things.

E. B. Thomas, who is practically general manager of the N. Y., P. & O. division of the Erie lines, is doing a good work and will soon have the road bed and equipments in shape to do a big business. Twenty consolidated engines and five passenger engines are being added to the power, and the freight equipment generally is being increased.

The Vandalia, by strictly enforcing the order that no passenger shall board one of its trains unless he or she has a ticket or other proper credentials, has cut down the cash receipts to a minimum, much to the relief of the conductors. Ninety-nine out of every hundred conductors prefer never to see a passenger on their trains who puts up cash for his fare.

In entering Peoria for business the Lake Erie & Western people set an excellent example. They went in there quietly, have held rates strictly, and are now doing quite a respectable east-bound business from that place. Their trains are carrying a good many coupon passengers, train No. 2 connecting with vestibule train No. 2 over the Lake Shore.

The Western roads, after doctoring for months, have put up rates from Chicago to St. Louis and other Missouri-river points to a paying basis. If they adhere to their new agreement it will be better for the Indianapolis roads and be of advantage to all, as the outlook for a heavy fall freight traffic is daily improving and it is believed that the freight earnings in both directions between the Western termini of the trunk lines and the Missouri river will be in excess of any former year.

It is becoming very clear that the reported acts of certain discharged locomotive engineers on the C., B. & Q. in using dynamite to destroy the company's property, are altogether disowned and repudiated by the best men in the Brotherhood of Locomotive Engineers. One of the officials of the Brotherhood is quoted as saying that as soon as it is proved in the courts that any one of the Brotherhood membership conspired to destroy the company's property, decided action will be taken, and the offender expelled from the organization.

A reporter of the Toledo Commercial has been interviewing Vice-president Haskell, of the New York, Mahoning & Western road, regarding its troubles. He makes light of them and says that this company is building a little road across the country, or rather, across part of it, from Fort Wayne to Red Bank, Pa., a distance of 310 miles, and with the backing the enterprise has there is no doubt as to the completion of the road. He states that at the present time 1,400 men are engaged in constructing it, and the number is soon to be largely increased.

Express men state that their business is unusually good, both in freights and in money packages. Nearly all the business men now send their money by express, so uncertain are the mails. This branch of the business has increased 100 per cent. in the last eighteen months, and express stocks, it will be noticed, are becoming the best on the market. The Adams Express stock leads off at 140; Wells, Fargo & Co. come next at 138; and the American third at 108, which is double what it was valued at two years ago. Even the much-abused United States Express Company's stock has crept up to seventy-three points.

A suit in which the Lake Shore road was the defendant in the Court of Common Pleas in one of the northern counties of Indiana, terminated last week in a rather novel manner, and largely at variance with the usual outcome of such cases. A farmer neglected to maintain the gate to his private right of way, and his cow wandered to the tracks, was struck by a train, and killed. He brought suit for damages, and the company filed a counter claim for $5.50 damage done by the cow to the flag-staff of the engine. The jury found that the plaintiff was guilty of negligence, and returned a verdict in favor of the defendant for the full amount of the counter claim.

Miscellaneous Items.

The work of enlarging the car-works at Anniston, Ala., is said to be progressing rapidly. One of the new buildings is 1,500 feet long by 150 feet wide.

The slowest running passenger train in this country, as shown by the Official Guide, is on a North Carolina road, where it takes nine hours to run 100 miles, an average of 11.1 miles per hour.

Now that the Canadian Pacific has secured control of the Duluth, South Shore & Atlantic road, which connects with the Northern Pacific at Ashland, Wis., trouble is expected in Northwestern rates, as the Dominion road will not be subject to the inter-state commerce law. By its recent purchase the Canadian Pacific taps the heart of the wheat-growing sections of the Northwest.

France, Great Britian and Germany each have five miles of railway to every 10,000 inhabitants, Austria three and one-half miles, and Russia a trifle less than two miles. On the other hand the United States has twenty-four miles for every 10,000 inhabitants.

The Argentine Pacific railroad, from Buenos Ayres to the foot of the Andes, has one tangent 211 miles in length and in this distance there is no cut greater than one metre in depth and no fill exceeding in height one metre. Work has been begun on the mountain section of this road which is to cross the Andes and unite the Chilian line.

THE FIFTIETH CONGRESS.

The Senate Discusses the Bill Admitting Washington Territory as a State.

WASHINGTON, July 18.—Mr. Teller said that he was not well enough to speak on the fisheries treaty to-day.

The Senate then proceeded to the consideration of the Senate bill for the formation and admission into the Union of the State of Washington, to be composed of the present Territory of Washington and part of Idaho Territory.

Mr. Cullom offered a substitute for the bill, confining the area of the new State to the present Territory of Washington.

Mr. Stewart supported the bill. The only controverted point in the bill, he said, was as to the inclusion within the new State of a portion of Idaho, the portion known as North Idaho or the Panhandle. He stated the reasons why the annexation should take place.

Mr. Vest doubted the power of Congress to refer the matter of the annexation of Northern Idaho to the people thereof. There had been, he said, a vast amount of adjudication in the question, and the weight of authority was decidedly against such a delegation of legislative power, for this was nothing else. If it was right that that part of Idaho Territory should be cut off and annexed to the Washington State, it should be done by Congress, and not subjected to all the chances of a popular election.

Mr. Dolph supported the bill.

Mr. Cullom favored the immediate admission of the new State, but opposed the annexation of a portion of Idaho. He quoted resolutions of the conventions of both political parties of the Territory against the proposed dismemberment; and also resolutions of thanks of Idaho county to President Cleveland for having vetoed, by pocketing, the bill of last Congress adding the four northern counties of Idaho to the Territory of Washington. He also read a letter from the Governor of Idaho to himself, expressing the conviction that the Senate would not attempt to divide that Territory against the memorial of its Legislature and against the protests of both political parties, backed by at least nine-tenths of the population of Idaho. He declared that it was not right, after twenty-five years of the privations that belong to a frontier life, to say to the people of Idaho, just as they were beginning to see daylight dawn in the east and to be entitled to admission as a State, "we will take off 25,000 square miles of your area and 20,000 of your population, and will attach them to other territory and put you back twenty years longer." He hoped the bill reported by Mr. Stewart from the majority of the committee would not pass the Senate, but that the substitute offered by himself on the part of the minority, which simply proposed to admit Washington Territory with its existing boundaries, would be passed.

Mr. Stewart read the large number of resolutions, letters and statements in support of the annexation of North Idaho, and said that nature had made those four counties which are in the great Columbia basin part of Washington, but in view of the suggestion that a majority of the people were opposed to the annexation, the bill provided for submitting the question to them, they being the only people interested.

Without action on the bill the Senate proceeded to consideration of executive business, and soon adjourned.

Proceedings of the House.

WASHINGTON, July 18.—After unsuccessful efforts had been made by Mr. Stahlnecker, of New York, and Mr. Burrows, of Michigan, to secure consideration of bills for the erection of public buildings at Yonkers, N. Y., and Kalamazoo, Mich., the House went into committee of the whole—Mr. Springer, of Illinois, in the chair—on the tariff bill.

On motion of Mr. Tracy, of New York, primuline was stricken from the free list.

The first paragraph, which had been passed over informally, that placing cotton ties or hoops on the free list, was then considered.

Mr. Turner, of Georgia, argued in favor of the action of the committee in making cotton ties free, and contended that it was a fallacy that the purchaser of cotton paid the price of cotton for the ties with which it was baled.

Mr. E. B. Taylor, of Ohio, inveighed against the injustice of making cotton ties free, while hoop-iron was retained on the dutiable list.

Mr. Bayne, of Pennsylvania, could not understand how a Northern Democrat could vote to place a duty on hoop-iron and to place cotton ties on the free list, unless it were true that, as before the war, cotton was king. King cotton was again making the Northern dough-faces come to the front. The people of the West were going to remember this thing, and would see that the South should not again sit in the saddle and dominate the Northern States, controlling legislation in the interests of the South as against the North.

Mr. Townshend, of Illinois, inquired whether Mr. Bayne would be willing to place all hoop-iron on the free list, and was answered by an emphatic negative.

Mr. Townshend suggested that there was a hoop-iron manufactory in the gentleman's district, and that therefore the gentleman was arguing in the interest of a monopoly which was levying a tribute on every honest farmer.

Mr. Stewart, of Georgia, was glad that an opportunity was presented to test the sincerity of the Republican party in its professed love for the colored man; for two-thirds of the six million bales of cotton produced in the South were produced by colored labor, and the tax on cotton ties was a tax directly affecting their interests.

Mr. J. D. Taylor, of Ohio, in behalf of the farmers of his district, protested against unjust discrimination, which he asserted the bill made against them.

Mr. Townshend inquired whether the gentleman was not interested in the stock of one of the manufactories of hoop-iron.

"One of them," replied Mr. Taylor, amid laughter; "was the gentleman serving his country when for two months he was at home trying to be renominated?"

"I was," replied Mr. Townshend; "I was speaking against the protective tariff, and I was renominated."

Mr. McKinley, of Ohio, said that the pending paragraph was, of the many indefensible features of the bill, the most indefensible. In the free-trade list generally, what was made free was made free to everybody. He was opposed to the entire free list of the bill; but, with the exception of cotton ties, it would affect every citizen and every section of the country equally. If he were a Democrat, a tariff reformer, a free-trader, and proposed to make hoop-iron free for any purpose, he would make it free for all purposes. He, however, was opposed to free hoop-iron for any purpose, because the duty which had been placed upon it had made it cheaper to the consumer than it would have been had there been no tariff upon it.

Mr. McShane, of Nebraska, offered an amendment placing on the free list all iron and steel hoops not thinner than No. 20, wire gauge.

Agreed to—80 to 71.

On motion of Mr. Mills, the existing rates of duty were restored on cement, and whiting and paris white.

The duty on paris green was, on motion of Mr. Breckinridge, of Arkansas, fixed at 12½ per cent. ad valorem.

The pottery schedule, which had been passed over, was then taken up for consideration.

On motion of Mr. Bynum, of Indiana, the duty on china, porcelain, earthen, stone or crockery ware was increased from 45 to 50 per cent. ad valorem.

Mr. Buchanan, of New Jersey, offered an amendment striking out the schedule and inserting the schedule of the existing law. Rejected.

The next paragraph called up was that relating to green and colored glass bottles.

Mr. Breckinridge, of Arkansas, moved to make the duty 1 cent instead of ⅞ of a cent per pound. Adopted.

He also offered other committee amendments striking out the flint and lime glass-bottle paragraph; raising the duty on cylinder and crown glass, polished, not above 24 by 60 inches, from 15 to 20 cents per square foot, and above that size from 25 to 30 cents; on unpolished cylinder and common window glass, not exceeding 10 by 15 inches, from 1 to 1¼ cent per pound; on sizes not exceeding 16 by 24 inches, from 1½ cents to 1¾ cent; on sizes not exceeding 24 by 30 inches, from 1¾ to 2 cents; sizes above that, from 1¾ to 2½ cents.

Mr. Reed asked for an explanation of the changes proposed, to which question Mr. Breckinridge, of Arkansas, replied that the gentleman did not represent the consumer.

Mr. Reed rejoined that it was part and parcel of the fallacy which had governed the whole bill that one side of the chamber represented the consumer. He denied this emphatically, and maintained that all producers were also necessarily consumers. He charged that the other side, instead of being animated by any real desire to reduce taxation, were animated by political motives, and that the gentleman from Arkansas should have manhood enough to acknowledge it.

Mr. Breckinridge's amendments were agreed to.

The question of the duty on imported tobacco was next taken up, and Mr. Mills moved to strike out the clause fixing the rate of duty at 35 cents per pound, thus restoring the present duty.

Mr. Lafollette, of Wisconsin, spoke for five minutes upon this motion, and desired a further five minutes, but this Mr. Mills declined to yield, and upon his motion the committee rose.

For the purpose of limiting debate, Mr. Mills moved that all debate on the pending paragraph be limited to one minute, and the Republicans, being again refused five minutes, declined to vote, thus leaving the House without a quorum.

Mr. Mills then moved that the House take a recess until 8 o'clock—a session having been ordered for to-night for the consideration of labor bills; but, as the journal showed the absence of a quorum, this motion was ruled out of order.

Mr. Mills moved to adjourn, and on a standing vote the motion was carried. The yeas and nays were ordered, but the ordering vote was subsequently reconsidered, and by virtue of the standing vote the House adjourned.

A Clergyman's Queer Joke.

Columbus Special.

There is considerable sensational gossip in this little town over Miss Bessie Kerwin's spoiled summer hat. Rev. E. T. Parker, the pastor of the Methodist Church, is charged with having taken the curl out of the pretty feathers and made limp the fine ribbons. The trouble all originated in a joke, but it has a serious outlook now. Last week Miss Kerwin, who, for more reasons than one, is entitled to be called the belle of the town, playfully threw a handful of peanuts in the minister's face during a conversation. Miss Kerwin laughed it all off and had forgotten all about it until a few days ago, when she was mortified and horrified at receiving a drenching at the hands of her clerical friend.

Miss Kirwin was elegantly attired in a new summer costume, and wore a costly hat just purchased in New York. She had accepted an invitation to go driving. When passing the M. E. parsonage she was met by a friend, and was engaged in conversation. Rev. Mr. Parker saw her in front of his house and thought it was a good opportunity to avenge the little peanut episode of the former week. He went up stairs and threw a basin of soapy water on the new hat. He thought it a joke and laughed, but Miss Kerwin regarded it as an insult and wept. When she reached home and viewed the wreck of her bonnet and her soiled clothes she felt highly indignant. Her friends have advised her to sue the dominie, and it it probable that she will. Rev. Mr. Parker states that he had no idea of soiling his friend, Miss Kerwin, and only let the water down to scare her. He says that he is sorry that a little joke should be viewed so seriously.

Genteel Quacks.

"Yes, it pays," said a big, fat physician, with a name which is known throughout the medical world. "I have a practice which is worth $40,000 a year." "Women?" "Yes, you've guessed it first time. They pay me $10 every time they come into my office. When one gets on my list I tell you she stays!" and Dr. H—— laughed long and loud. This is quackery—gilt-edged, genteel quackery—to keep suffering women paying tribute year in and year out, and doing them no good. Dr. Pierce's Favorite Prescription cures the peculiar weaknesses and diseases of women. It does not lie to them nor rob them.

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a man for groaning when he has Rheumatism or Neuralgia. The pain is simply awful. No torture in the ancient times was more painful than these twin diseases. But—oughtn't a man to be blamed if, having Rheumatism or Neuralgia, he wont use Ath-lo-pho-ros, when it has cured thousands who have suffered in the same way? It has cured hundreds after physicians have pronounced them incurable.

"The skill of five physicians could not cure me of Rheumatism which had settled in the hips, neck and shoulders. So intense was the pain that sleep was almost impossible. The first dose of Athlophoros gave me relief, and the third enabled me to sleep for four and a half hours without waking. I continued its use, and am now well."
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DIED.

DARNELL—Mrs. Maggie J., wife of Thomas C. Darnell, July 18. Funeral services at residence, 922 North Mississippi street, at 4 p. m. Friday. Terre Haute papers please copy.

BAILEY—Mrs. Mary E., wife of the late Dr. W. P. Bailey, at Southport, Wednesday morning, at 3:30. Funeral from the Southport M. E. Church, to-day (Thursday), at 2 p. m.

ANNOUNCEMENTS.

REPUBLICAN CLUBS, NOTION DEALERS and Harrison and Morton Clubs should send for circulars of the "Protection Badge, "Harrison Badge" and "Our Emblem." Samples 35, 25 and 10 cents. F. BOWERS, mfr., Indianapolis, Ind.

FOR SALE—500 COPIES OF STANDARD sheet music at 5 cents a copy, on Saturday next only, at BRYANT & DIERDORF'S, 58 N. Penn. st.

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To perfect a cure, you must remove the cause. WINCHESTER'S HYPOPHOSPHITE OF LIME AND SODA supplies the system with Oxydizable Phosphorus, the deficiency of which is the proximate cause of Consumption. For Coughs, Bronchitis, Weak Lungs, Night Sweats, and all Throat Diseases, it is an unequalled remedy. Sold by Druggists, $1 per bottle. Recommended by Physicians. Send for circular. WINCHESTER & CO., Chemists, 162 William Street, N. Y.

DISSOLUTION OF PARTNERSHIP.

DISSOLUTION OF PARTNERSHIP—THE partnership heretofore existing between John S. Reeves, Abbott M. Reeves and Henry W. Muir, doing business under the firm name of Reeves Bros & Co., in the city of Indianapolis, is this day dissolved by mutual consent. Henry W. Muir is authorized to collect all accounts due and owing to said firm, and all those owing said firm of Reeves Bros. & Co. are requested to remit to him, to No. 145½ South Meridian street.

The said John S. Reeves and Abbott M. Reeves have this day organized a new firm, and will continue to do business as manufacturers of Ladies' Wire Goods, under the firm name of Reeves Bros., at their old stand, No. 145½ South Meridian street, Indianapolis, Ind.

H. W. MUIR.
JOHN S. REEVES.
ABBOTT M. REEVES.

Indianapolis, Ind., July 14, 1888.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

— OF THE —

PENN MUTUAL LIFE INSURANCE CO

On the 30th day of June, 1888.

Located at Nos. 921 and 923 Chestnut Street.....Philadelphia, Pennsylvania

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand, in banks and trust companies and in the hands of agents or other persons	$123,198.47
Real estate unincumbered, including home office	784,927.26
Bonds owned by the company, bearing interest at the rate of —— per cent., as per schedule filed, market value	5,645,521.00
Loans on bonds and mortgages of real estate and ground rents worth double the amount for which the same is mortgaged, and free from any prior incumbrance	3,454,252.76
Debts otherwise secured, being loans on collaterals	1,325,136.22
Debts for premiums, premium notes, loans on policies, etc	912,801.26
All other securities	354,422.13
Total assets	$12,600,259.03
LIABILITIES.	
Amount of depreciation in stock collateral loan	$19,000.00
Losses adjusted and not due; Losses unadjusted	51,034.06
Losses in suspense, waiting for further proof: Included above.	
All other claims against the company, being dividend accumulations and premiums paid in advance	278,253.36
Amount necessary to reinsure outstanding risks at 4½ per cent. (estimated)	9,782,130.00
Total liabilities	$10,130,417.36

The greatest amount in any one risk, $30,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 3d day of July, 1888. BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE

SCOTTISH UNION AND NATIONAL INSURANCE CO

On the 30th day of June, 1888.

Located at No. 223 Asylum Street, Hartford, Connecticut.

Home Office, Edinburgh, Scotland. M. BENNETT, JR., Manager.

The amount of its capital is	$300,000,000.00
The amount of its capital paid up is	1,412,855.00
THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS:	
Cash on hand and in the hands of agents or other persons	$146,375.52
Bonds owned by the company, bearing interest at the rate of —per cent., secured as follows, market value:	
U. S. registered, 4 per cent	317,500.00
County of Middlesex debentures	57,919.18
City of Toronto bonds	64,753.86
Ontario railway subsidy bonds	32,965.24
Canada 4 per cent. stock	97,333.33
City of Richmond bonds	25,812.50
Funded debt of Ohio bonds	106,861.65
Georgia State bonds	26,594.75
Freehold Loan and Savings Company debentures	24,333.33
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	546,750.00
Total assets	$1,447,199.36
LIABILITIES.	
Losses adjusted and not due	$7,433.16
Losses unadjusted	19,908.05
Losses in suspense, waiting for further proof	5,358.02
Amount necessary to reinsure outstanding risks	312,344.48
Total liabilities	$345,043.71

The greatest amount in any one risk, $10,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 12th day of July, 1888. BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

— OF THE —

Springfield Fire and Marine Insurance Co

On the 30th day of June, 1888.

Located at No. 292 Main Street, Springfield, Mass.

Capital stock is	$1,250,000.00
Capital stock paid up is	1,250,000.00
ASSETS.	
Cash on hand and in hands of agents	$267,791.03
Real estate unincumbered	110,853.00
Bonds and stocks owned by the company, as per schedule filed, market value	2,380,306.00
Loans on bond and mortgage, being first lien on unincumbered real estate, worth double the amount loaned	261,550.00
Debts otherwise secured	26,900.00
Debts for premiums	22,738.98
All other securities	29,764.97
Total assets	$3,099,903.98
LIABILITIES.	
Losses adjusted and not due	$73,480.63
Losses unadjusted	86,255.47
Losses in suspense, waiting for further proof	12,289.22
All other claims against the company	27,825.00
Amount necessary to reinsure outstanding risks	1,176,067.54
Total liabilities	$1,375,917.86

The greatest amount allowed to be insured in any one risk, $15,000.

The greatest amount allowed by the rules of the company to be insured in any one city, town or village; the greatest amount allowed to be insured in any one block: No rule.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In witness whereof I hereunto subscribe my name and affix my official seal, this 10th day of July, 1888. BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

— OF —

The Provident Life and Trust Company of Philadelphia

On the 30th Day of Sixth Month, 1888.

Located at No. 409 Chestnut Street, in the City of Philadelphia.

The amount of its capital stock is	$1,000,000.00
The amount of its capital stock paid up is	1,000,000.00
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:	
Cash on hand	$68,129.24
Real estate unincumbered	957,937.92
Bonds owned by the company, as per schedule filed	5,254,435.00
Loans on bond and mortgage, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	6,940,169.00
Loans on collateral security	393,694.89
Premium notes secured by policies	40,308.36
Premiums deferred and uncollected—estimated	445,000.00
Accrued interest	145,000.00
Total assets	$14,244,674.41
LIABILITIES.	
Losses adjusted and due	$114.00
Losses in process of adjustment, or adjusted and not due	49,597.00
All other claims against the company—estimated	30,000.00
Amount necessary to reinsure outstanding risks—estimated	11,300,000.00
Total liabilities	$11,379,711.00

The greatest amount in any one risk, $30,000.

State of