AFFAIRS OF THE RAILWAYS.

Personal, Local and State Notes.

Martin Bavitt has been appointed night yard-master of the C., H. & I. at this point.

In commenting on the C., H. & D. Ives-Staynor deal, the Cincinnati Enquirer credits H. S. Ives as being the only man in the deal who has not squealed.

The officials of the Central Traffic Association have moved into new and more commodious quarters, and now have among the pleasantest railroad offices in Chicago.

Thomas Birch, for thirty years in the service of the L., N. A. & C. road, has obtained a three months' leave of absence, and will visit England during the time he is off duty.

Local travel has in the last few days improved remarkably and most of the roads are hauling an extra coach to accomodate it. Sleeping-car room is in big demand.

Thus far this month it has been a fatal one to men on the foot-board, there having been six engineers and seven firemen killed, which is an unusually large number for a like period.

The equipments of the Indianapolis, Decatur & Springfield road, now the Indianapolis, Decatur & Western, are being put through the shops to be repainted and relettered, bearing the new name.

The "Pennsylvania special" has now been on six weeks, and goes heavily loaded daily. But once in that time has it failed to run into Jersey City right on the dot, and in this case it was owing to the wreck of a train preceding it.

The general passenger agents of the Western lines will meet in Chicago within a few days to arrange for the usual harvest excursions. Something will be done, if possible, to prevent this class of tickets becoming so profitable to the ticket scalpers.

It is alleged that the Merchants' Dispatch, the Western Dispatch and the Erie Dispatch are all cutting rates on merchandise shipped from the seaboard to points in southwestern Missouri. The Pennsylvania people are threatening to make it warm for these lines.

The Railway Officials and Conductors' Association, of Indianapolis, has published a long list of home indorsements of the soundness of the institution. In the list appear a large number of the best-known railroad officials—men who would not indorse an institution unless it was worthy.

Chas. Holland, the engineer who was injured a couple of years ago in a wreck near Julietta, on the C., H. & I. road, and was so badly crippled that the company paid him handsome damages, has put his money to good use in purchasing seven houses, one of which he lives in and the other six he rents.

The Cincinnati, Wabash & Michigan people allege that the Pennsylvania is still cutting rates to pleasure resorts in the North, to which both lines run, and in retaliation their agents have been instructed to meet any rate made by the Pennsylvania lines, and if necessary to secure business to drop below them.

The freight traffic of the Northern Pacific is increasing to such an extent that the company has under consideration the placing of a freight agent in this territory, with headquarters at Indianapolis. All the Northern and Northwestern lines are giving more attention to business in this territory and are profiting thereby.

Local business is improving handsomely with a number of lines. On the Cincinnati, Hamilton & Indianapolis, at the smaller stations, forty-five cars of wheat were loaded Saturday last, and thirty seven yesterday. On the Indianapolis & Vincennes fully as many were loaded, and on the J., M. & I. shipments are also beginning to be heavy.

The opinion prevails in passenger circles that east-and-west roads are on the eve of an ugly rate war. The meeting last week settled nothing, but, to the contrary, rather increased the ill feeling over rate matters. General passenger agents of the most important east-and-west lines express the opinion that a rate war can hardly be averted.

The Mackey lines and the Ohio & Mississippi continue to show decreases in earnings. In the second week of July the Evansville & Terre Haute shows a decrease of $1,871, the Evansville & Indianapolis a decrease of $1,007, and the Ohio & Mississippi a decrease of $11,288, when comparisons are made with earnings of the corresponding period in 1887.

S. W. Snow, general passenger agent of the Wabash, in the time he has held that position, has demonstrated that it is not necessary for the road to cut rates to get business. It is said that no line out of St. Louis has so strictly adhered to rates as has the Wabash, and while its freight earnings have shown decreases each month, the passenger earnings have shown an increase.

Toledo elevator men are working on several of the grain-dealers in this territory to induce them to resume shipments to that point. They promise a better inspection and no cheating in weights. One Indianapolis shipper says that if the Toledo men were to give bonds of $10,000 to deal squarely they could not influence a shipper to send a car-load of grain from this territory to that market.

The passenger tariff of the Cincinnati, Wabash & Michigan road has one novel feature. The further you travel on the road the less money it costs. To illustrate: The distance from Indianapolis to Wabash is eighty-eight miles, the round-trip rate being $5.10; to Warsaw 122 miles, and the round-trip rate $5, while to Cedar Beach it is 143 miles, and the round-trip rate is only $4.25.

The Union Railway Company, operating the Belt road, will in the near future double the track of the latter from the track of the Pennsylvania lines to the junction of the Ohio, Indiana & Western, the Bee line and the Lake Erie & Western, which is some three miles. From the Ohio, Indiana & Western (West Side) to the Pennsylvania Company's tracks it is now double track and in excellent condition.

The grain elevators of the Chesapeake & Ohio road are not paying institutions, and President Ingalls has proposed that the rate of interest on the securities be scaled down 50 per cent. This is a disagreeable surprise to many of the stockholders who had not been aware that C. P. Huntington was putting up his own money to pay the interest, the elevators never have earned the interest only in a single period of six months.

The Pennsylvania and Vandalia lines give notice that armed and uniformed companies of Indiana State militia visiting the encampment of State militia at Evansville, Aug. 20 to 25, will be carried free over the lines of these companies within the State, to either Terre Haute or Vincennes and return, where direct connections are made with the Evansville & Terre Haute railroad, over which a similar arrangement is in existence.

The Vandalia has put on fast freight, both ways, between Indianapolis and St. Louis, the running time of which is thirteen hours and forty-five minutes. Heretofore nineteen hours has been considered good time between these points. At Indianapolis these trains are turned over to the Pennsylvania, or to the Vandalia if coming west, the only time lost being in the inspection of the wheels. No delays are allowed at either end of the Belt road, any more than there is on passenger trains running over the Union tracks.

In commenting on the item which appeared in the Journal of last week to the effect that it would not be a surprise should the Ohio, Indiana & Western and the Cincinnati, Sandusky & Cleveland companies establish friendly relations again, the Boston Advertiser of the 21st says: "It seems to be the general impression that the Sandusky ultimately will be leased to some strong company, but although there have been what may be called intimations from two or three sources of a possible desire to negotiate for a lease, nothing definite is as yet under consideration, and it seems probable that Sandusky stockholders will have the opportunity of seeing what their road can do by itself for a while at least."

Miscellaneous Items.

The Boston & Albany road is building a $300,000 passenger station at Springfield, Mass. It is to be completed in one year.

The Nebraska Railroad Commissioners' tariff reduces fifth-class rates over 30 per cent., and the roads say they will fight it.

It is stated that the Manitoba government has proposed to the Northern Pacific to take its Red River Valley road and complete it to Winnepeg.

The merchants of Kansas City have appointed a committee to go to Chicago to confer with Commissioners Midgley and Faithorn regarding discrimination in rates on grain against Kansas City in favor of Chicago and St. Louis.

A conference is to be held in New York today looking to the re-establishment of the Texas Tariff Association. Since this association went to pieces rates have been demoralized badly, the demoralization troubling some of the Northern lines.

Net earnings are not footing up so favorably as gross earnings. The Financial Chronicle of the 21st reports the net earnings of eighty-two roads for May as being $12,104,018, a decrease, as compared with the net earnings of the corresponding month for 1887, of $1,107,112, or 8½ per cent.

Recently the Santa Fe company received fifteen car-loads of cattle at Engle station, in southern New Mexico, for shipment to Kansas City, 1,045 miles distant. The cattle were shipped in fifteen of the Santa Fe palace stock-cars and started on the long journey. Orders were issued directing that no delay should occur and the dispatchers and trainmen instructed to hurry the train through. In twenty-nine hours after leaving Engle the train pulled into Kansas City, having covered the long distance of 1,045 miles in less than thirty hours, or an actual speed of about thirty-five miles an hour.

THE KNIGHTS OF LABOR FAILING.

The Once Great Order Said to Be Nearing Its Financial End.

Philadelphia Special.

One of the greatest signs of the decay of the Knights of Labor is the slowness with which members respond to General Master Workman Powderly's cries for money to rebuild the once great organization. Prominent Knights assert that the present membership is 300,000, but the response to the recent 15-cent assessment asked by Mr. Powderly indicates that this estimate is far too large. It is predicted that the Knights will never live beyond next year. In September, 1886, Mr. Powderly sent out an order for a 25-cent assessment upon all members. His nominal purpose was the establishment of a fund to be set apart for the support of the members who were out of employment by reason of strikes or lockouts. It was explained to them that they need never want when they had $300,000 firmly locked up in the safes in Philadelphia. The fund never reached $115,000. Mr. Powderly knew well that it never would reach the amount, for the reason that the membership then was but 600,000, while he was calculating upon 1,200,000. This fund was turned into the general fund and helped to keep the general executive board out of the hands of the sheriff at the end of 1887. A large number of the members are congratulating themselves because they have reaped some benefit from the assessments. They were enabled to go to the General Assembly in Minneapolis in the poor condition of the finances at that time. Not one-half of them could have gone if their way had not been paid. In the Journal of United Labor Mr. Powderly has acknowledged the receipt of $3,000 for his education scheme. It is safe to say, however, judging from the past, that there will be no education. This is about all Mr. Powderly will get, unless he resorts to his old dodge of resigning. It is even hinted that now even this would scarcely wring out any more money.

Labor and Industrial Notes.

Philadelphia Record.

About six men control the shipping of oranges from Florida. One of them clears $40,000 a year.

A German manufacturer, instead of riveting the joints of boilers, welds them at a slightly greater cost.

Two hundred hands of a New York hatter's fur-cutting works are out because wages average only $1 per day.

At Port Townsend the Coast Seamen's Union has ordered a strike against a reduction from $40 to $35 per month.

The Cape Colony, South Africa, now has a population of nearly 1,500,000 people. The ship tonnage is almost 6,000,000 annually.

Three thousand million pounds of sugar are consumed annually in the United States, one-tenth of which is grown in Louisiana.

A Kansas City (Mo.) colored barber has been arrested, charged with fraud, for charging one man $1 for a shave and another $1.50 for a hair cut.

The boot-blacks of St. Joseph, Mo., have a union. The members wear a badge, and charge 10 cents a shine. The dues are 10 cents per week.

There are fifty co-operative stores in New England under the management of the Sovereigns of Industry. The yearly sales amount to $5,500,000.

The English government owns Trinidad and its asphalt beds. The United States imports 50,000 pounds per year. It costs the owners $5 a ton, and they sell it for $25.

York, Pa., is said to have the greatest rag-carpet works in the United States. Six hundred women and girls make carpet rags, and there are one hundred weaves and spoolers.

The proprietors of the shoe factories in Beverly, Mass., have been compelled to move their plant in consequence of the competition of country-made goods, where cheaper wages are paid.

The mills of Manchester, N. H., are crowded with orders. The owners would like to run overtime, and so would the hands, but the Legislature at its last session limited the hours for a day's work.

Glass-cutters and engravers (men) at Wheeling, W. Va.; Bellaire, O.; Bridgeport, O., and Martin's Ferry, O., get $2.25 and $2.50 a day, while girls at New Brighton, Pa., receive only $1.50 per day.

The International Bill-posters' Association held its annual convention at St. Louis some days ago. The association has an office in New York, where contracts can be made for sticking bills all over the country on the same day.

Thomas Evans, the labor speaker, has returned to Fall River from Philadelphia. He could not work here because of his trouble with the firms at home. Fall River operatives talk of presenting him with a purse. He is very poor.

The material for straw hats is grown in the British possessions in North America and in Georgia and Alabama, Florida and South Carolina, but the stuff for the best hats, like the Panama, comes from the West Indies and along the Mexican and Central American coasts.

Mrs. Barry, the woman organizer of the Knights, has this to say of the result of the employment of women in the Pittsburg iron and steel-works: "Every woman who went to work in the iron industry threw a man out of employment, relegating him to the army of unemployed and mayhap by so doing compelling some other woman to leave her home, and, with one or two of her little ones, seek employment to support the home that the man should have supported. Second, we all know that the environments of an iron-works are not conducive to culture or refinement in woman, nor are its duties such as to insure good physical conditions, yet all those privileges that are beneficial and ennobling to women she must sacrifice because she has been found capable and faithful; while the mad race for wealth, which has entered the heart and soul of her fellow-man, prevents him from doing her the justice of receiving for her labor that which he would without a murmur pay to a man. Yes, the venture has proved a success, but to whom?"

The Smallest Locomotive.

Gloversville (N. Y.) Special.

Henry Case, of this village, has just completed what is said to be the smallest locomotive in the world that runs upon a rail or by steam. It is made of solid gold, silver, steel and brass, and contains 2,836 pieces.

The weight of the engine is 1½ pounds; of the tender, 2 pounds; length of engine, 8½ inches; with tender, 12 inches; height, 3½ inches; gauge of track, 1½ inches; diameter of cylinder, 5-16 of an inch; stroke of piston, ½ inch; piston head fitted up with sectional or ring packing; stroke of valve, 1-16 of an inch; main and parallel rods, 1¾ inches; corrected up with straps, bolts, keys, set screws and boxes around the pins; length of links, 7-16 of an inch; width of link, ¼ inch; diameter of eccentrics, ¼ inch; diameter of drive wheel, 1⅜ inches; diameter of truck wheel, ½ inch.

It is fitted up with reverse lever, with thumb latch and click throttle lever, steam gauge, etc. It can be run a mile in 22 minutes, drawing a miniature coach.

WANTED—AGENTS.

WANTED—AGENTS TO SELL TERRITORY by county or State for our new flour and meal chest. Address F. M. HUFF, Warren, Ind.

WANTED—SALESMEN.

WANTED—SALESMEN, EVERYWHERE, TO sell our $2 silver door-plates by our new plan of free advertising; agents clear $10 a day easily; write for circulars. N. Y. DOOR-PLATE CO., Albany, N.Y.

WANTED—MISCELLANEOUS.

WANTED—TO SELL HALF INTEREST IN good retail grocery in Chattanooga, Tenn. Have fair trade. Address J. B. DOWDEN, care this office.

FOR SALE—MISCELLANEOUS.

FOR SALE—WEBER SQUARE PIANO AND White sewing machine, cheap, at 813 N. Alabama st.

FOR SALE—A NEWSPAPER OUTFIT, COMplete and in excellent condition, for the publication of a six-column quarto. As good as new. Address PRESS PUBLISHING COMPANY, Indianapolis.

FOR SALE—DRUG STORE—IN A SPLENDID location, and selling $20 a day. A bargain if sold in thirty days. Invoice about $2,800. Best reasons for selling. Address J. M. WHITE, Clay City, Ind.

FINANCIAL.

MONEY TO LOAN—6 PER CENT. HORACE McKAY, Room 11, Talbot & New's Block.

FINANCIAL—MONEY ON MORTGAGE—FARMS and city property. C. E. COFFIN & CO.

SIX PER CENT. ON CITY PROPERTY IN INdiana. Isaac H. Kiersted, 13 Martindale Block.

MONEY TO LOAN ON FARMS AT THE LOWest market rate; privileges for repayment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market street, Indianapolis.

FOR RENT.

FOR RENT—ROOMS, WITH STEAM POWER. Apply at Bryce's bakery.

OH! MY HEAD.

The pain from Neuralgia and its companion disease Rheumatism is excruciating. Thousands who could be quickly cured are needlessly suffering. Ath-lo-pho-ros will do for others what it did for the following parties:

Williamsport, Ind., Oct. 3, 1887.
Having been afflicted with neuralgia for the past four years, and trying almost everything, but in vain, I finally heard of Athlophoros. After taking one bottle I found it to be helping me, and after taking four bottles of Athlophoros and one of Pills, I found that I was entirely well. I think the medicine is positively a sure cure.
CHAUNCEY B. REDDICK.

Mt. Carmel, Ill., Dec. 26, 1887.
I have used Athlophoros in my family and find it to be the greatest medicine for neuralgia in existence, and having had its fangs fastened upon me for the past 20 years I know whereof I speak. MRS. JULIA CHILTON.

Send 6 cents for the beautiful colored picture, "Moorish Maiden."

THE ATHLOPHOROS CO. 112 Wall St. N. Y.

THE New Fruit Cure FOR DYSPEPSIA

(Fruit of the Papah.)

PAIN AND DISTRESS AFTER EATING AND HEADACHE DUE TO INDIGESTION.

It is now a matter of history that science has produced from the South American Papah fruit a new and remarkable digestive drug called Papoid, now conveniently prepared for use in the form of Papoid Tablets.

What the Medical and Scientific Journals Say:

Chambers' Encyclopædia.—"Papah, a tropical tree, bears fruit the shape of a small melon, the juice of which has the singular property of rendering the toughest meat tender."
The Popular Science Monthly, Feb. 1888, refers to the digestive properties of the new drug.
The St. Louis Medical Brief, June 1st, 1888, reports six cases of chronic dyspepsia cured by Papoid Tablets where all other remedies had failed.
The British Medical Journal, London, recently reported eleven cases of the same nature cured.
The Philadelphia Medical Register.—"Headache cured in five minutes." Many other Medical Journals recommend

Papoid Tablets

For Dyspepsia and Indigestion. Ask your druggist for them. Trial size bottle, 50 cents; full size, three times the number, $1.25. Mailed on receipt of price by Johnson & Johnson, 92 William Street, New York.

DRINK MALTO

INSURANCE DIRECTORY

APPEL, D. F. ..... 10 When Block
New England Mutual Life Insurance Company, of Boston. Oldest company in America. Endowment Insurance at Life Rates.

CLAY, HILARY, Mgr. Central Ind., 66½ N. Penn. St.
Union Mutual Life Insurance Co., of Maine.

CUMMINGS, M. M., State Agt., 66 E. Market, op. P.O.
Washington Life Insurance Co. (Established 1860.) Agents Wanted.

FUNSTON, CHAS. B., Sec'y ..... 35 Vance Block.
Manufacturers' Mutual Fire Insurance Co.

GREGORY & APPEL ..... 96 East Market st
Represent seven first-class fire companies.

HOLLAND & GLAZIER ..... 92 East Market
Pacific Mutual Life and Accident.

HOBBS, W. H. ..... 74 East Market st.
United Firemen's Insurance Co., Philadelphia.
Sun Insurance Company, of Philadelphia.
Telephone 1009.

HUG, H. M. ..... 42 Vance Block
Travelers' Insurance Co., of Hartford.

LAMBERT, J. S., Mgr., 90½ E. Market St., Coffin Bl'k
The Union Central Life Ins. Co., Cincinnati, O. BEST and SAFEST in the world. Endowment at life rates. Not one dollar in perishable securities.

LEONARD, JOHN R. ..... Ætna Building
The Ætna.
The North British and Mercantile, of London.
The Sun, of England.

McGILLIARD & [illegible] ..... 64½ Market
Indiana Insurance Company, Indianapolis.
Citizens' Insurance Company, Evansville, Ind.
Farragut Fire Insurance Company, New York.
German Fire Insurance Company, Pittsburg, Pa.
People's Insurance Company, Pittsburg, Pa.

SUDLOW & MARSH, Managers, 90½ E. Market st., for Indiana, Ohio, Kentucky, Tennessee and West Virginia for the Provident Savings Life Assurance Society of New York. Sheppard Homans's plan of pure life insurance, unmixed with banking, a specialty.

SWAIN, D. F., General Agent ..... 60 East Market
Northwestern Mutual Life Ins. Co., Milwaukee.
Assets Jan. 1, 1888, $28,858,618.90.

SHIDELER, D. B., Manager, 3 and 4 Blackford Bl'k
The Equitable Life Assurance Company, the largest company in the world.

SUMMER RESORTS.

CRESSON SPRINGS, PENNA.
MAIN LINE PENNA. RAILROAD.
On Top of ALLEGHENY MOUNTAINS.
The MOUNTAIN HOUSE
NOW OPEN. ALL TRAINS STOP AT CRESSON.
For circulars, etc., address
WM. R. DUNHAM, Superintendent, Cresson, Pa

HEALTH, PLEASURE and REST.
WALDRON'S HOTEL
PINE LAKE, MICHIGAN,
Sixteen miles from Charlevoix, same distance from Petoskey. Plenty good fishing. WATT TAYLOR, manager. For further particulars inquire of Geo. O. Taylor, New Denison Hotel, Indianapolis.

TASHMOO.
West Chop, Martha's Vinyard.
SEASIDE LOTS.
Four hundred acres of beautiful high land, directly on the sea, are being divided into lots for summer cottages. The lots range in size from 5,000 to 15,000 feet. Price from $200 to $500 per lot.
Fine harbor, good boating, bathing and fishing. Only 2¾ hours from Boston. Steamers connect with every train.
An ample supply of pure water from the celebrated Tashmoo spring has been introduced into Vineyard Haven. For circular and full particulars apply to
FRANCIS PEABODY, JR., Trustee,
54 Devonshire St., Boston, Mass.

BRUSH BRILLIANCY
Arc and Incandescence
ELECTRIC LIGHTS.
For particulars address
THE BRUSH ELECTRIC COMPANY,
CLEVELAND, OHIO.

GRAND HOTEL
INDIANAPOLIS, IND.
Passenger elevator and all modern conveniences. Leading Hotel of the city, and strictly first class. Rates, $2.50, $3 and $3.50 per day, the latter price including bath. GEO. F. PFINGST, Proprietor.

LADIES USE PEERLESS DYES
Do Your Own Dyeing, at Home.
They will dye everything. They are sold everywhere. Price 10c. a package. They have no equal for Strength, Brightness, Amount in Packages or for Fastness of Color, or non-fading Qualities. They do not crock or smut; 40 colors. For sale by F. A. Bryan, druggist, cor. Mass. ave. and Vermont st.; Herman E. Franer, apothecary, 246 E. Washington st.; T. C. French, Masonic Temple Drug Store, cor. Tenn. and Washington sts.; Otto Schopp, druggist and apothecary, 302 S. Illinois st.; Jno. W. Scott, druggist.

PATENTS FOR
CALL ON OR ADDRESS
C. & E. W. BRADFORD,
16 AND 18 HUBBARD BLOCK,
INDIANAPOLIS, IND.
MORE THAN TEN YEARS' EXPERIENCE

ANNOUNCEMENTS.

BEST CAMPAIGN CANE FOR CLUBS, ETC. Popular price. Address the manufacturer, M. FORD, Spring Mills, Frankford, Philadelphia.

ASTROLOGER—MRS. DR. ELLIS, THE ONLY scientific and learned astrologer in America, can be consulted on all subjects connected with human life. Persons at a distance can consult her by letter. Inclose $1, with correct date of birth. If sick or in trouble consult the Doctor at once. Office, Room 3, Ryan Block, corner of Tennessee street and Indiana avenue, Indianapolis, Ind.

INDIANAPOLIS BUSINESS DIRECTORY.

THE CIGAR FOR AN "Old Campaigner,"
FUMAS
SCHNULL & KRAG
Manufacturers' Agents,
INDIANAPOLIS.
5c Straight.
Full Value. No Schemes.

CAMPAIGN WORK!
Portraits, caricatures, mottoes, transparencies, etc., executed in the highest style of the art.
Designs furnished for telling campaign pictures and mottoes.
Visitors from abroad invited to call and see work and get estimates.
Also, all kinds of sign work done to order. Brass signs a specialty.
CLEVELAND SIGN CO
13 South Meridian St.

GAS FIXTURES
BARGAINS
Offered to reduce stock. You will miss it if you do not examine our stock before buying.
ANESHAENSEL & STRONG
81 and 83 North Pennsylvania St.

NEW PLANING MILL
New and improved machinery and dry kiln, all first class. All work done in the best manner and with great promptness. Prices as low as the lowest. Call or send for estimates on all kinds of work. Large stock of Dry Lumber and Shingles.
C. C. FOSTER LUMBER CO
404 to 420 N. Mississippi St. Telephone 254.

INDIANA BICYCLE CO.,
116 N. Penn. St., Indianapolis, Ind., will take guns, pistols, watches, type-writers, scroll-saws, lathes, printing presses, amateur photo. outfits and 2d. hand bicycles in part payment for New Columbia Bicycles and Tricycles or Buggies. We make cow horn handle bars and spade handles; do difficult repairing and nickeling. Send 2 cent stamp for catalogues and circulars.

PATENTS
By T. R. Bell, Patent Solicitor and Mechanical Draughtsman, 69 Ingalls Block, Indianapolis, Ind.

EDUCATIONAL.

MISS MARY E. STEVENS'S BOARDING AND Day School, 202 and 204 W. Chelten avenue, Germantown, Phila., begins its 20th year Sept. 21, 1888. "Approved" and "authorized" by Bryn Mawr College to prepare students for its entrance examinations. Pupils pass these examinations in this school.

WILLISTON SEMINARY, Easthampton, Mass., Prepares boys for any college or scientific school. Fall term opens Sept. 6, 1888. Catalogues and illustrated article on application. Address Rev. WILLIAM GALLAGER, Prin. (late Master BOSTON LATIN SCHOOL.)

ST. JOHN'S MILITARY SCHOOL
MANLIUS, N. Y.
Civil Engineering. Classics. Business.
RT. REV. F. D. HUNTINGTON, President.
LT. COL. W. VERBECK, Superintendent.

RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y. The oldest School of Engineering in the United States. Next term begins Sept. 12. The Register for 1888 contains list of graduates for 62 years, with their positions; also course of study, requirements for admission, expenses, etc. Candidates living at a distance may be examined at their homes. Address DAVID M. GREENE, Director.

BOYS' CLASSICAL SCHOOL
Thirteenth year opens Sept. 17. Prepares for all Colleges. Boys of eight received. Send for Catalogue. T. L. Sewall, Indianapolis, Indiana.

GIRLS' CLASSICAL SCHOOL
Seventh year opens Sept. 17. Prepares for all Colleges that admit women. Superior advantages in Music and Art. Fifteen teachers. Handsome accommodations for boarding pupils. Send for Catalogue. T. L. Sewall and May Wright Sewall, Principals, Indianapolis, Ind.

GLENDALE FEMALE COLLEGE
Thirty-fifth year. Fifteen miles north of Cincinnati. Best facilities and thorough instruction in all branches—English, Scientific and Classical. Also in Music and Art. Address
L. D. POTTER, D.D., Glendale, Ohio.

INDIANAPOLIS INSTITUTE For Young Ladies
Best advantages for securing symmetrical education, combining extended and thorough English course with the necessary accomplishments. Primary, Intermediate and Advanced departments; also, Special Courses. Graduates of other schools in attendance. Full corps of experienced teachers. Native of France resident teacher of French; Mrs. H. A. Prunk, Elocution; Mrs. A. E. Ferry, Drawing and Painting; German classes. Unequaled inducements to resident pupils. Terms reasonable. Correspondence invited. Address for catalogue, MR. or MRS. JAMES LYON, 477 North Pennsylvania street.

SUMMER SCHOOL.
INDIANAPOLIS
BUSINESS UNIVERSITY
WHEN BLOCK, OPPOSITE POST OFFICE.
REDMAN, HEEB & OSBORN, Principals and Props.
Best place to secure a thoroughly practical Business, Shorthand, Penmanship and English Training. Class and individual instruction. Expert teachers. Special low rates for Summer School. Enter now. Visitors welcome. Elegant catalogue free.

DePAUW UNIVERSITY
GREENCASTLE, INDIANA.
Fifty-first session begins Sept. 17. Students, 853. Professors, 47. For circulars in special colleges apply to Deans of the several schools, viz.:
S. L. Bowman, D. D., School of Theology.
A. C. Downey, LL. D., School of Law.
Prof. J. H. Howe, School of Music.
Prof. S. S. Parr, Normal School.
Prof. H. A. Mills, School of Art.
Lt. W. T. May, U. S. A., Commandant Cadets.
T. J. Bassett, Ph. D., Principal Preparatory School.
No charge for tuition in the thorough and extensive courses of study provided in the Asbury College of Liberal Arts, in School of Theology, Normal School or Preparatory School.
Other expenses very moderate. Open alike to young men and women. For year-book, including all the schools of the University, apply, inclosing 5c for postage, to ALEXANDER MARTIN, President.

PARIS UNIVERSAL EXPOSITION
Of 1889.
OFFICE OF THE U. S. COMMISSION,
35 WALL STREET, NEW YORK.
All persons, firms or corporations who desire to make exhibits at the above-named exposition are hereby notified that information and blanks for applications for space will be furnished by the undersigned upon application at the above address.
WM. B. FRANKLIN, Com'r General.
SOMERVILLE P. TUCK, Superintendent.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION
OF THE
GERMAN AMERICAN INSURANCE CO
On the 30th Day of June, 1888.

Located at Nos. 113 and 115 Broadway, New York City.

The amount of its capital is	$1,000,000.00
The amount of its capital paid up is	1,000,000.00

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons	$268,948.55
Bonds owned by the company, bearing interest at the rate of 4, 4½, 5, 6 and 7 per cent., secured as follows, market value:	
United States bonds	2,696,400.00
Missouri State bonds	27,500.00
Atlanta city bonds	25,500.00
Railroad bonds	1,667,855.00
Railroad stock	440,585.00
Debts otherwise secured, interest due and accrued	1,022.50
Debts for premiums, agency and local	158,437.83
Total assets	$5,286,248.83

LIABILITIES.

Losses adjusted and due; Losses adjusted and not due; Losses unadjusted; Losses in suspense, waiting for further proof	$250,696.60
All other claims against the company, commissions, etc	14,040.97
Amount necessary to reinsure outstanding risks	1,909,373.79
Total liabilities	$2,174,111.36

The greatest amount in any one risk, $50,000.

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 30th day of June, 1888.
BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION
OF THE
NEW YORK LIFE INSURANCE CO
On the 30th Day of June, 1888.

Located at 346 and 348 Broadway ..... New York.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons	$3,038,499.60
Real estate unincumbered	6,887,092.59
Bonds and stocks owned by the company, market value	52,255,814.82
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	15,969,372.78
Debts otherwise secured—premiums in transit and agents' balances	1,009,948.67
Debts for premiums—loans on existing policies	388,799.44
Deferred premiums, accrued interest and temporary loans	3,530,317.95
Total assets	$83,079,845.85

LIABILITIES.

Matured endowments, adjusted and due—claims not presented	$27,582.30
Losses adjusted and not due	327,078.38
Losses unadjusted	272,214.54
Losses in suspense, waiting for further proof	20,000.00
All other claims against the company—premiums paid in advance and annuities due and unpaid—not called for	65,929.69
Amount necessary to reinsure outstanding risks	69,946,756.00
Total liabilities	$70,659,560.91

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 14th day of July, 1888.
BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION
OF THE
CONNECTICUT FIRE INSURANCE CO
On the 30th day of June, 1888.

Located at No. 51 Prospect Street, Hartford, Conn.

The amount of its capital is	$1,000,000.00
The amount of its capital paid up is	1,000,000.00

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons	$168,906.32
Real estate unincumbered	83,950.00
Bonds owned by the company, bearing interest at the rate of — per cent., secured as follows, market value:	
United States bonds	125,370.00
State, city and other bonds	285,425.00
Railroad stocks and bonds	549,070.00
Bank stocks	287,411.00
Telegraph stocks	22,500.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	635,100.00
Debts otherwise secured	6,175.00
Total assets	$2,163,907.32

LIABILITIES.

Losses adjusted and not due; Losses unadjusted	$85,546.59
Losses in suspense, waiting for further proof	16,917.73
Amount necessary to reinsure outstanding risks	665,888.28
Total liabilities	$768,352.60

The greatest amount in any one risk, $10,000.
The greatest amount allowed to be insured in any one block, $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 21st day of July, 1888.
BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION
OF THE
PENNSYLVANIA FIRE INSURANCE CO
On the 30th day of June, 1888.

Located at 510 Walnut Street, Philadelphia, Pennsylvania.

The amount of its capital is	$400,000.00
The amount of its capital paid up is	400,000.00

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons	$196,705.56
Real estate unincumbered	155,500.00
Bonds owned by the company as follows, market value:	
Philadelphia, Pittsburg, Cincinnati, St. Louis and other city loans	299,210.00
New York, Central New Jersey, New York & Pacific, and other car trust and corporation loans, bank and other stocks	239,480.00
Philadelphia, Wilmington & Baltimore, Philadelphia & Reading, Lehigh Valley, Pennsylvania, Northern Pacific, and other railroad and transportation companies' bonds	1,267,884.50
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	347,970.00
Debts otherwise secured—loans on collaterals	375,300.00
All other securities—interest and rents accrued	8,847.28
Total assets	$2,890,897.34

LIABILITIES.

Losses adjusted and due; Losses adjusted and not due; Losses unadjusted; Losses in suspense, waiting for further proof	$90,538.23
Amount necessary to reinsure outstanding risks	1,117,429.84
Total liabilities	$1,207,968.07

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 20th day of July, 1888.
BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION
OF THE
WESTCHESTER FIRE INSURANCE CO
On the 30th Day of June, 1888.

Located at Nos. 27 and 29 Pine Street, New York City, N. Y.

The amount of its capital is	$300,000.00
The amount of its capital paid up is	300,000.00

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons	101,468.63
Real estate unincumbered	2,000.00
Bonds owned by the company, bearing interest, as per schedule filed, market value	806,000.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	341,352.50
Debts otherwise secured—collateral loans	5,000.00
Debts for premiums	92,512.83
All other securities—interests due and accrued	3,634.43
Total assets	$1,351,968.39

LIABILITIES.

Losses adjusted and not due	$10,259.80
Losses unadjusted	42,698.00
Amount necessary to reinsure outstanding risks	704,000.00
Total liabilities	$756,957.80

The greatest amount insured in any one risk, $20,000.

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 19th day of July, 1888.
BRUCE CARR, Auditor of State.