THE RAILROAD TAX VALUES

Assessed by the State Board of Equalization After Appeals for Reduction.

An Increase Is Made on the Aggregate of Last Year, but the General Averages Remain Without Much Material Change.

The State Board of Equalization yesterday passed upon its assessments of the railroad property of the State, and, signing the record, adjourned. The copy of the report as prepared by the clerk of the board, John W. Coons, is already in the hands of the printer, and its publication will be much earlier than for years past. While the reductions were liberal as to number, the average decrease was small, but on the other hand the increase in certain valuations of main and second main track, together with additions to improvements, were sufficient to advance the total valuation from that of 1887 to $64,211,717. In Marion county the total assessment was put up from $2,634,973 to $2,836,832, which is largely due to the improvements of the of the Union Railway Company. That company has had its tax values increased more than any other, the assessment on both its main and second main tracks being doubled from $30,000 each. Its side track was advanced from $25,000 per mile to $50,000, and its improvements in right of way from $15,000 to $40,000. Generally, the inconsiderable reductions on main and second main tracks of the various roads, wherever they occurred, were offset by increasing the value of sidings and improvements.

The assessments in detail on main track and in the aggregate were as follows:

	Main Track Per Mile.	Total Assessment.
Baltimore & Ohio	$11,000	$2,182,750
Cairo division, Wabash	5,000	51,495
Chicago & Atlantic	8,500	1,885,185
Chicago & Indiana Coal	4,000	1,015,550
Chicago & Eeastern	2,000	20,970
Indiana Block Coal	3,000	86,220
Evansville, T. H. & Chicago	7,000	502,565
Chicago & Grand Trunk	13,000	1,367,039
Chicago, St. L. & Pittsburg	10,000	5,628,409
Chicago & West Michigan	4,000	195,499
Cincinnati, Ind'lis, St. L. & C.	10,000	2,089,375
Harrison branch	4,000	3,565
Lawrenceburg branch	3,000	17,760
Cincinnati, Lafayette & Chicago	10,000	307,705
Columbus, Hope & Greensburg	3,000	140,375
Fairland, Franklin & Mar'ville	3,000	215,110
Vernon, Greens'g & Rushville	3,500	272,610
Cin., Hamilton & Indianapolis	8,000	839,520
Cincin. Wabash & Michigan	4,500	806,245
Cleveland, C., C. & Indian'polis	11,000	1,450,250
Indianapolis & St. Louis	9,000	1,450,250
Eel River	5,500	730,239
Evansville Belt	4,000	25,440
Evansville & Indianapolis	3,500	529,445
Evansville, T. H. & Branch	7,000	1,852,190
Ft. Wayne, Cin. & Louisville	3,500	624,755
Grand Rapids & Indiana	8,000	559,072
Cin., Richmond & Ft. Wayne	5,500	584,240
Henderson Bridge Company	27,500	265,460
Ind. & Ill. Narrow Gauge	1,200	51,700
Ohio, Indiana & Western	6,500	1,391,430
Ind'lis, Decatur & Springfield	4,500	522,056
Indiana, Illinois & Iowa	3,000	183,259
Indianapolis Union	60,000	275,800
Indianapolis Belt	25,000	408,770
Kentucky & Ind. Bridge Co.	200,000	72,100
Lake Erie & Western	6,000	2,677,625
Lake Shore & Michigan South.	22,000	4,482,582
Fort Wayne & Jackson	5,500	511,268
Rantoul Narrow-gauge	2,300	33,078
Lou., Ev'nsv'e, St.L.& branch.	5,500	1,434,517
Louisville & Nashville	8,000	305,694
Louisville, N. A. & Chicago	6,000	3,800,065
Bedford & Bloomfield	1,200	65,888
Orleans, W. B. & French Lick.	3,500	89,370
Louisville, N. A. & Corydon	2,000	15,140
Louisville Bridge Company	1,000,000	800,000
Michigan Central	22,000	1,521,755
Michigan Air-line	8,000	72,910
Joliet & Northern Indiana	10,000	210,905
Midland	3,000	237,502
New York, Chicago & St. L.	9,000	2,061,838
Ohio & Mississippi	10,000	2,989,269
Peoria, Decatur & Evansville	5,500	291,510
Pennsylvania Company—		
Jeff., Madison & Indianapolis	11,000	1,586,807
Madison branch	4,000	270,720
Cambridge branch	4,000	245,958
Cambridge extension	4,000	121,095
Indianapolis & Vincennes	4,500	630,148
Island Coal branch	3,500	56,925
Pittsburg, Fort Wayne & Chi.	27,000	5,334,999
Richmond & Miami	8,000	99,125
Terre Haute & Indianapolis	13,000	1,861,227
Terre Haute & Logansport	4,500	1,116,876
Toledo & Kansas City	3,500	486,855
Frankfort State Line	1,800	156,617
Wabash, St. Louis & Pacific	13,000	2,774,345
Attica, Covington & Southern	3,000	51,845
White River, Kingan's	4,000	5,040
Whitewater	3,500	250,795
Huntington, T. City & Can'lt'n	3,000	69,210
State Line & Indiana City	4,000	8,060

As compared with the aggregate assessments last year, the totals for this year are as follows:

	1888.	1887.
Main track	$46,181,029	$45,156,493
Second main track	924,990	549,470
Side track	2,968,608	2,695,677
Rolling-stock	12,527,536	12,104,255
Improvements	1,609,554	1,586,544
Total	$64,211,717	$62,092,439

The total miles of main track for this year is 5,745.75; second main, 108.62; side track, 1,236.11; rolling-stock, 5,686.21. The new roads built were the Huntington, Tell City & Cannelton, 22.72 miles, and the State Line & Indiana City of about equal length.

In each county the total valuation of railroad property is as follows:

Adams	$411,095	Lawrence	$566,225
Allen	2,634,665	Madison	893,854
Barth'l'm'w	506,032	Marion	2,836,832
Benton	612,695	Marshall	1,653,684
Blackford	245,330	Martin	245,291
Boone	540,932	Miami	834,792
Carroll	559,246	Monroe	253,170
Cass	1,204,503	Montgom'y	741,285
Clark	985,100	Morgan	626,220
Clay	703,375	Newton	404,959
Clinton	678,410	Noble	1,267,638
Crawford	192,716	Orange	169,025
Daviess	373,294	Owen	250,888
Dearborn	571,072	Parke	539,518
Decatur	497,065	Pike	169,300
DeKalb	1,283,552	Porter	2,701,838
Delaware	621,820	Posey	684,063
Dubois	297,614	Pulaski	473,211
Elkhart	1,195,433	Putnam	1,033,889
Fayette	290,365	Randolph	907,677
Floyd	304,662	Ripley	398,384
Fountain	595,206	Rush	445,949
Fulton	551,957	Scott	273,084
Gibson	674,414	Shelby	546,383
Grant	578,253	Spencer	246,881
Greene	325,484	Starke	1,047,989
Hamilton	381,710	St. Joseph	1,388,745
Hancock	619,999	Steuben	181,830
Harrison	144,166	Sullivan	433,924
Hendricks	901,839	Tippecanoe	1,188,935
Henry	902,054	Tipton	428,696
Howard	400,867	Union	171,070
Huntington	671,620	Vanderburg	793,726
Jackson	660,202	Vermillion	480,174
Jasper	505,027	Vigo	1,169,976
Jay	455,743	Wabash	777,684
Jefferson	183,878	Warren	432,833
Jennings	607,551	Warrick	188,733
Johnson	398,100	Washington	227,250
Knox	758,050	Wayne	853,148
Koscinsko	1,405,053	Wells	348,615
Lagrange	177,865	White	704,155
Lake	3,681,004	Whitley	973,811
LaPorte	3,216,738		

The counties having the largest valuations are Lake, LaPorte, Marion and Porter in the order named.

LETTERS FROM THE PEOPLE.

Governor Gray and the "White Caps."

To the Editor of the Indianapolis Journal:

This morning's papers report another vicious outrage by the "White Caps" of Indiana. The indignation of every humanitarian must rise as much against the authorities who fail to suppress the lawlessness of a gang of reformed drunkards, black-mailers and organized Anarchists (which the "White Caps" in truth are) as against the "White Caps" themselves. Yet insult is added to injury. I understand that Governor Gray (he is the responsible officer), unable to check organized lawlessness in his own State, sought a wider field for his governing abilities by permitting his name to go before the people as a possible candidate for the vice-presidency of the whole country.

I am absolutely above all party bias. It is time some one spoke decisively.

CHICAGO, July 26. LUIS JACKSON.

A Hamilton County Falsehood.

To the Editor of the Indianapolis Journal:

A few days ago the Sentinel published an article stating that four Republican soldiers in this [Wayne] township would not support Harrison, which is as false as the Democratic party itself. I know every Republican voter in the township, and know that there is not one who will "bolt" the ticket for President; but I do know of two soldiers who have always voted the Democratic ticket that will vote for Harrison and Morton. L. M. HOAGLAND.

CLARKSVILLE, Hamilton county, July 24.

The Clay County Delegation.

To the Editor of the Indianapolis Journal:

The assertion of the Sentinel that the delegation from Brazil was packed and that it was 50 per cent. Democratic is false. I live at Brazil and know that the men in that delegation were all miners, rolling-mill hands, and workingmen from all branches of industry. I also know positively that not one man who came upon that extra train had his fare paid by any one except himself. G. CARTER.

AFFAIRS OF THE RAILWAYS.

The L., N. A. & C. Scare.

The sharp break in the stock of the Louisville, New Albany & Chicago road is exciting a good deal of comment in financial and railroad circles, as there seems to be no reason for such a tumble. The property was never in better condition physically than now and the business of the road is large and promises to be unusually heavy this fall. In commenting on the break in the stock the Boston Advertiser of the 25th says: "The disastrious fall in Louisville, New Albany & Chicago stock from 66 to 35 will naturally inspire a caution in handling it this year. Purchases at to-day's prices, however, seem to be fairly safe. It is a well-managed road, in good physical condition, which can be made to earn a small amount over its fixed charges. Its chief disadvantage is, perhaps, in the fact that it has and will have to compete with roads which earn much more per mile and which are run with a prime view to earning fixed charges only. The net earnings since Jan. 1 have shown a good increase over the abnormally poor showing of last year, and the increase may continue for some time longer. While the road remains independent it would be rash to look for an early dividend, because the management is noted as extremely conservative." In this connection it is proper to state that the Journal has information which leads to the belief that the L., N. A. & C. will in the near future be leased to one of the large railroad syndicates on very favorable terms. Negotiations looking to such a deal are at least pending.

Dividing the Money.

The directors of the Cincinnati, Sandusky & Cleveland road, after deliberating over the matter some days, decided to divide up the $359,000 paid to them by the Indiana, Bloomington & Western Railroad Company among the stockholders, and have declared a 5 per cent. dividend, payable Aug. 6, to stockholders of record to-day. After paying this dividend the company will have $127,317 to expend in improvements. The stockholders of the Columbus, Springfield & Cincinnati road come in among the fortunate ones. It would seem that this company can afford to treat the L., B. & W., now the Ohio, Indiana & Western people, magnanimously, from the fact that if the latter had been disposed to take advantage of its opportunities not one cent of the judgment would have been paid. Those who fully understand the situation state that the Corbins and Maxwells acted very honorably in this matter.

Absorbed by Westinghouse.

ST. LOUIS, July 27.—The Westinghouse Brake Company has practically absorbed the American Brake Company of St. Louis. The American manufactures a steam driving-wheel brake for engines, with reverse action to that of the Westinghouse, and one hundred and thirty railroads have already adopted it. The American company also hold a patented improvement of the air brake to facilitate the exhaust of air and to hasten the departure of trains. Under the new arrangement the American company will confine itself to the manufacture of steam brakes, the Westinghouse taking the improved air brake. The American is capitalized at $2,000,000, on which the Westinghouse company guarantees 5 per cent. On the $60,000 bonds issued by the American company to secure working capital the Westinghouse company guarantees 6 per cent.

Personal, Local and State Notes.

Transfers over the Belt road are again running two thousand or more cars a day, which shows that traffic with the through lines is improving greatly.

Railroad men are somewhat encouraged regarding rate matters, now that the lake vessel-owners have advanced grain rates ½c per bushel all round.

The Cincinnati, Wabash & Michigan people have the bridge which went down a few days ago replaced, and all their trains are again running on time.

The Wagner Sleeping-car Company now operates over twenty-two railroads. Those run over the Bee-line pay the best, after excepting the New York Central and the Lake Shore roads.

The contract for building a double track on the Chicago & Eastern Illinois, from Chicago to Momence (thirty-four miles), has been awarded to F. H. Winston, the work to be completed by Oct. 1.

It is expected that M. E. Ingalls will reach home about the 3d of August, and it is understood that immediately on his return he will be appointed receiver of the Chesapeake & Ohio railway.

Within the last day or two the C., I., St. L. & C. has brought in twenty car-loads of steel rails for the Citizens' Street railway Company, shipped from a rolling-mill on the Baltimore & Ohio road.

A. J. Earling, assistant superintendent of the Chicago, Milwaukee & St. Paul road, is now acting superintendent, no successor to General Superintendent Clark, deceased, having yet been selected.

At several points on the Indianapolis, Decatur & Western road, yesterday, shippers were loading oats of the new crop, and the demand for cars indicates that oats, as well as wheat, will be moving briskly by next week.

Next Monday the Cincinnati, Hamilton & Indianapolis will open its Findlay division for business, which brings that road into competition with Lake Erie & Western and the Ohio, Indiana & Western for Western business.

Nine miles of the Chicago & Indiana Coal road's extension from Goodland, Ind., to Momence, Ill., is completed, leaving twenty-two miles yet to build before connection is made with the Chicago & Eastern Illinois road.

The Louisville, Evansville & St. Louis road is getting matters into shape to do a good business this fall. With the recent additions to its equipments it owns thirty-two good locomotives (twenty-three of them nearly new), forty passenger coaches and 842 freight cars.

The merry rate war on cattle and provisions is still on, but on dressed meats it has stiffened up a little. An impression now prevails that the cutting will close when the shipments of grain set in earnestly. The crops are heavy and the roads will be taxed to their utmost capacity.

That the interstate-commerce act has no terrors for general passenger agents is demonstrated in the fact that both lines are selling round-trip tickets from Chicago to Cincinnati, this week, at $2.50, while the rate from Indianapolis to Cincinnati, 184 miles nearer, is $3 for the round trip.

Train No. 1 over the Pennsylvania lines is now doing such a heavy business that the Pennsylvania and Vandalia companies are thinking of running it in two sections. This is the noon train west over the Vandalia, and it is one of the most popular trains run over the road, unless it is the "Pennsylvania Special."

William P. Bixby, formerly a civil engineer on the Wabash, then on the Chicago & Indiana Coal road, but more recently on the Fort Scott & Western road, died on Monday last at Wichita. His remains were taken to Francistown, N. H., for burial. The deceased was with W. S. Lincoln, chief engineer of the Wabash, for ten years, commencing with Mr. Lincoln as chainman.

According to General Freight Agent Paul Morton the strike, which has now been on some six months, has cost the C., B. & Q. road between $1,500,000 and $2,000,000. The strikers place the figures higher. In either case, the loss has been larger than some of the stockholders care to lose. Those, however, who know the situation with the C., B. & Q., express the opinion that within ninety days the road will be earning more than at any time in its history, in spite of all the evil predictions.

The general freight agents of the roads doing an east-bound business out of St. Louis have set an excellent example. One of their number learned that a certain line was secretly cutting the grain rate, and instead of getting mad and meeting the cut he got the other freight men together, talked the matter over, and then one by one they labored with the rate-cutting agent. The pressure was so great that he withdrew the rate and now they are again solid all along the line.

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., July 27, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna Building:

Leona A. Minturn to the Broad Ripple Natural-gas Company, part southeast quarter section 26, township 16, range 3 east	$600.00
Frank McWhinney to John N. Jackson, lot 58 in Fletcher & Ramsey's Brookside addition	115.25
Michael F. Clarke to David Fleming, trustee, part of lot 100 of Spann & Co.'s first subdivision	500.00
William Wallace, receiver, to Delia Wilson, lot 50 in Parker's subdivision of Fletcher's Oak Hill addition	40.00
Caroline Prough to Clementia M. Prough, lot 28 in Milligan's Park Front addition	350.00
Henry C. Campbell to Hugh T. Bowers, lots 41 and 42 in Ridenour's Highland Home addition	6,000.00
Addie Nichols to Hugh T. Bowers, lot 40 in Ridenour's Highland Home addition	2,500.00
Henry F. Thompson to John L. Blackman, east half of lot 19 in Fletcher's Woodlawn addition	400.00
Henry F. Thompson to Wm. H. Blackman, the west half of lot 19 in Fletcher's Woodlawn addition	400.00
James C. Floyd to Anna Mills, lot 168 in the town of Woodruff Place	1,250.00
Conveyances, 10; consideration	$12,155.25

ECONOMY and strength are peculiar to Hood's Sarsaparilla, the only medicine of which "100 doses for one dollar" is true.

DIED.

PARMELEE—On Wednesday, 25th inst., John R. Parmelee, aged forty-nine years. Funeral from residence, 784 North Alabama street, Saturday, at 4 o'clock p. m. Friends invited.

CHURCH SERVICES.

Baptist.

FIRST BAPTIST CHURCH—NORTHEAST CORner Pennsylvania and New York streets. Reuben Jeffery, D. D., pastor. Morning service, 10:30; subject, "The Right to the Tree of Life." Sunday-school at 2:15 p. m. Union service at this church in the evening at 7:45. Sermon by Rev. Dr. Gilbert.

Christian.

CENTRAL CHRISTIAN CHURCH—CORNER OF Delaware and Ohio streets. Rev. E. J. Gantz, pastor. Preaching to-morrow at 10:30 a. m. and 8 p. m. by Rev. J. B. Smith. Sunday-school at 9 a. m. Prayer-meeting Thursday evening at 8 o'clock. All are cordially invited to attend these services.

Congregational.

PLYMOUTH CHURCH—CORNER MERIDIAN and New York streets. Oscar C. McCulloch, minister. Morning service suspended until further notice. Evening service at 7:45 o'clock. Service to-morrow evening conducted by Mr. C. S. Warburton; subject, "The True Religion." The programme for the song service will be: A quartet, "O Be Joyful;" Danks. Solo, by Mr. Ora Pearson, "Thou Art with Me;" Thomas. Trio, "Praise Ye the Lord;" Geibel. Quartet, "The Earth Is the Lord's;" Lob. Sunday-school at 9:30 o'clock.

Methodist Episcopal.

CENTRAL-AVENUE METHODIST EPISCOPAL Church, corner of Central avenue and Butler street. Rev. J. H. Ford, D. D., pastor. Preaching at 10:30 a. m. and 8 p. m. by the pastor. Class-meeting at 9:30 a. m. Sunday-school at 2:15 p. m.; W. D. Cooper, superintendent. Young people's meeting at 7 p. m. Strangers cordially welcomed.

MERIDIAN-STREET M. E. CHURCH, CORNER Meridian and New York streets. Rev. J. E. Gilbert, D. D., the pastor, will preach at 10:30 a. m. Sunday-school at 2:15 p. m. The congregation will join in the union services in the evening at the First Baptist Church.

ROBERTS PARK M. E. CHURCH—CORNER Delaware and Vermont streets. Rev. S. A. Keen, D. D., pastor. Rev. J. A. Sargent, of Shelbyville, Ind., will preach at 10:30, a. m. and 7:45 p. m. All other services as usual. Everybody welcome.

Presbyterian.

FIRST PRESBYTERIAN CHURCH—SOUTHwest corner Pennsylvania and New York streets. The pastor, Rev. M. L. Haines, D. D., will preach to-morrow at 10:45 a. m. At 7:45 p. m., the congregation will unite in union services at the First Baptist Church. Sermon by Rev. Dr. Gilbert. Sabbath-school at 9:30 a. m. Society of Christian Endeavor at 6:45 p. m. Weekly prayer-meeting Thursday evening at 7:45.

TABERNACLE CHURCH—CORNER OF MERIDian and Second streets. Rev. J. Albert Rondthaler, D. D., pastor. Preaching at 10:30 a. m. by Rev. Leon P. Marshall, of Peru, Ind. Sunday-school at 2:15 p. m. No evening service. Preaching in Indianola Chapel by Rev. L. P. Marshall at 7:45 p. m.

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—AGENTS FOR OUR NEW BOOK, "Protection, or Free Trade," containing articles by forty of the most eminent political statesmen and economists on this question. Just the book for the times, and one that will have an immense sale. Write for terms and territory. I. F. SEGNER & CO., Burlington, Ia.

WANTED—MAN—TO TAKE THE AGENCY (traveling or local) of our safes; size, 28x18x18 inches; weight, 500 lbs.; retail price, $35; other sizes in proportion. A rare chance and permanent business, these safes meet a demand never before supplied by other safe companies, as we are not governed by the safe pool. ALPINE SAFE CO., Cincinnati, O.

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.

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WANTED—A FEW GOOD GRINDERS WANTED immediately for nickle-plate work at fair wages. Address M. C. HENLEY, Factory at 523 to 533 N. Sixteenth st., Richmond, Ind.

FOR SALE—REAL ESTATE.

FOR SALE—A BARGAIN OF $600 WILL BE given in six east-front lots on Columbia avenue, near Eighth street, if sold for cash; and together will take $2,100. W. J. McCULLOUGH, 92 E. Market.

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.

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FOR SALE—SEED WHEAT AND RYE; CENTENnial smooth-head wheat, just threshed, yielding 25 bushels per acre; price $1 per bu. Also, a fine lot of rye; price 75c per bu. Address S. K. FLETCHER, Indianapolis, Ind.

FOR SALE—RESTAURANT AND DINING room; some good bedrooms up-stairs; having good business, good reason for selling; the place of business on the north side O. & M. depot. Address E. SCHNATTINGER, Seymour, 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.

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FOR RENT.

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

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Concord, N. H., Sept. 3, 1887. In my own family Athlophoros was used as a last resort, the user having suffered from rheumatism for years and having been treated for the disease by different physicians in this State and Massachusetts without even temporary relief. Upon my recommendation scores of people have used this remedy with the same results claimed for it. C. H. WILSON.

Dubuque, Iowa, Jan. 3, 1888. Athlophoros has completely cured me of nervous headache, and I feel thankful for all the good it has done me. Mrs. LOUISE CHERRY.

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