AN UNFORTUNATE SCANDAL

In Which the Name of John Clark Ridpath Figures Very Prominently,

The Woman in the Case Being a Miss Howell —A Consultation Results in All Charges Being Withdrawn—Feeling at Greencastle.

The Cincinnati papers of yesterday contained full details of the reported story of the elopement of Miss Ruth Rowell, of South Charleston, O., to Cincinnati, where, it is alleged, she met Prof. John Clarke Ridpath. The Commercial relates the arrival of relatives of the young lady in that city, who secured the services of Mr. George S. Bailey as attorney. The Commercial says:

"With his assistance a search was instituted for the young woman, and late in the afternoon she was 'spotted' in company with Prof. Ridpath as they were stepping from the platform of an Eden Park car. The couple were not molested, but were tracked from point to point about the city. At Mabley & Carew's the Professor left her, and a few minutes later joined her again, when they shook hands and parted. The father and cousin were in waiting at a convenient distance and at once took the lady in charge, and she is now presumably safely ensconced at the home of her parents near South Charleston, O. From reliable sources a true story of the couple's first meeting, and later incidents, were learned. For some months past the lady in question has been visiting relatives in New York city, and it was there, in June last, she first met Professor Ridpath, who was a delegate to the Methodist General Conference held in that city. She is a young woman of charming appearance, and a warm friendship quickly sprung up between her and Professor Ridpath. A correspondence followed, and since that time they have several times met in New York city. Some three weeks ago she returned to her home at South Charleston, which is but a few miles from Springfield, and it was there she laid her plans for joining Professor Ridpath in this city. A special dispatch from Springfield relates the manner of her flight and the sensation it created in the community where her people are so well and favorably known. It can not be definitely learned just where and when she met Ridpath, but there is enough evidence to show that they were together on Monday night and that he sent a hack to a house on George street yesterday morning to bring her to the Woman's Exchange, on Race street, where they had their breakfast. It is also known that they were at Eden Park in the afternoon, and at several other places about the city. When the young lady was taken in charge by her father she refused to tell where she had been in the city or at what place she had passed Monday night. Her fond father is almost heartbroken over her strange conduct and the fascination she has seemed to have formed for the great historian, who is a married man. A Commercial Gazette reporter late in the afternoon found Professor Ridpath at the publishing house of Jones Bros., on Longworth street, near Race. When informed of the reports that were in circulation in regard to him he seemed greatly shocked, and insisted that the matter should be investigated. * * *

"Professor Ridpath in explaining his presence in Cincinnati said: 'I came to Cincinnati on Monday morning with my daughter to purchase her wedding trousseau, as she is to be married shortly, and a niece, a Miss Jennie Smith, accompanied us. We went to several of the large dry goods houses about the city, and that night I sent them back to Greencastle, our home.' Professor Ridpath said at that time that he accompanied them as far as Lawrenceburg, and did not return to the city until the next morning. It was not until late last night that the Professor would admit that he was with a lady during the day. He did everything in his power to shield the young woman. When informed by Lawyer Baily that his movements had been watched during the entire day he evinced considerable embarrassment. He finally said that he had met her, but it was by accident, at the Woman's Exchange. He disclaimed any previous knowledge of her being in the city. When asked by Mr. Baily how long he had known the young lady, he said he met her in New York in June last, at the Methodist General Conference.

"'Have you ever received letters from her?' was asked. At first he demurred, but finally admitted that a few letters had passed between them. 'What have you done with the letters?' 'I destroyed, them as I do all my letters.' 'Has she any letters from you?' 'I' have written her one or two.'

"'Yes, and quite a large number,' remarked Mr. Baily, laughing.

"'All that I can say,' said the Professor, his face assuming a very serious look, 'is that there has never been anything of a criminal nature between us. We were warm friends, and nothing more. Our meeting in Cincinnati this morning, was purely accidental, and it pains me exceedingly that such outrageous stories should have been placed in circulation. An irreparable wrong is being done the young lady. I would care but little for the public censure if I could only protect her good name."

All Charges Withdrawn.

Special to the Indianapolis Journal.

CINCINNATI, O., Aug. 22.—The sensational story printed in to-day's papers, and which was later, in a great degree, smoothed over, relative to Dr. J. C. Ridpath, broke out in a fresh spot to-night, and the affair is a much more general subject of talk than at any previous time. The unpleasant case was opened up this morning by the movements of two six-foot, brown-faced and muscular young men, cousins of Miss Ruth Howell, the young lady involved in the reports. The young men are Howell Pierce and Charles Dugdale. The former was here yesterday in conference with Chief of Police Deitch, and, in response to his request; the other cousin arrived this morning. Miss Howell's father is also here, and together the three repaired to the law office of Harper & Bailey, where Mr. Bailey was retained to represent the family of the young lady. Mr. Bailey at once went to work, and about 10 o'clock all parties concerned concluded a conference should be held, and one was held. Dr. Ridpath was there, and Mr. Dugdale represented the other interest. The conference was long and secret. No one but those directly interested knows what was said and done, but after three hours of conclave the following card was sent to the city papers for publication:

I am the attorney employed by friends of Ruth Howell, and am authorized by them to say that all charges respecting Prof. J. C. Ridpath, of Greencastle, should be and are hereby withdrawn.

GEORGE S. BAILEY, Attorney.

The above is all that I have to say in this matter.

J. C. RIDPATH.

Mr. Bailey, the attorney for the Howells, immediately went to the railway station and purchased a ticket to Greencastle, Ind. A Journal representative endeavored to ascertain the cause of the attorney's hurried journey to the home of the renowned historian, but Mr. Bailey replied that he had nothing to say.

A dispatch from Springfield, O., says that the report that Miss Howell has returned to her home, near South Charleston, is contradicted by residents there. Her relatives admit that the young lady has been in correspondence with Dr. Ridpath, but refuse to say more. Miss Howell's mother is dead, and the young lady has, on that account, for some time made her home with an uncle named Thorne, in New York. The old man to-day presented a pitiful sight. He was restless but abstracted, and as he walked about the hotel he was frequently seen to brush away tears that kept bubbling up behind his gold-rimmed spectacles. Efforts were made to draw him into conversation, but he asked so earnestly to be left alone that even the reporters refrained from occasioning him needless pain. The cousins also declined to talk. The activity of Attorney Bailey and the prolonged sojourn of the Howells here are grounds for a general belief that the publication of the card given in the foregoing is not the end of the unfortunate affair. The Journal representative made an effort to find Professor Ridpath to-night, but it was reported that he had gone to one of the suburbs to spend the night with a friend, and he could not be located.

Feeling at Greencastle.

Special to the Indianapolis Journal.

GREENCASTLE, Ind., Aug. 22.—The articles that appeared in the Cincinnati papers concerning the seeming scandal regarding Dr. John Clark Ridpath have created a profound sensation here. Dr. Ridpath has always stood very high in this community, and the story is generally discredited. Dr. Ridpath is expected home to-night, when it is believed by his friends that the matter will be entirely straightened up.

The Associated Press dispatches from Cincinnati concerning Dr. Ridpath occasioned a good deal of surprise and comment yesterday among those who know him. The brevity of the dispatch and the seriousness of the charge against him caused the greatest speculation, and further news in regard to the matter was eagerly looked for.

Dr. Ridpath has a national reputation as a writer, his recent "History of the World" having called public attention to him all over the country. He has also written a number of text books, a life of Garfield and a lecture on Alexander Hamilton, which attracted some attention. From 1869 to 1886 he was connected with De Pauw University as professor of history and political philosophy, but in the last-mentioned year resigned on account of some differences existing between him and other members of the faculty, and since has had nothing to do with the institution. It was understood at the time that the Doctor was wanting to be president and resigned because his claims were not recognized by the board of trustees. Since his resignation he has been doing literary work of all kinds and lecturing in different portions of the country. He is a man about fifty-five years of age and is married, having two grown daughters. In conversation he is one of the most entertaining of men, his scholarly attainments and fine presence making him a ready favorite in any assemblage. He is a member of College-avenue M. E. Church, at Greencastle, and occupied the pulpit as a lecturer last Sunday evening a week ago. He was a lay delegate to the late M. E. General Conference. His friends here have but little to say beyond expressing the belief that the charge will be proved false, and that the incidents of the affair as he tells them are correct.

DAILY WEATHER BULLETIN.

Indications.

WASHINGTON, Aug. 22.

For Indiana and Illinois — Fair warmer; winds becoming southeasterly.

For Ohio—Fair; warmer; winds becoming variable.

For Michigan and Wisconsin—Fair; warmer; winds becoming southerly.

Local Weather Report.

INDIANAPOLIS, Aug. 22.

Time.	Bar.	Ther.	R. H.	Wind.	Weather	Prec
7 A. M...	30.10	59	71	Neast	Clear.	.....
2 P. M...	30.17	70	42	Neast	Clear.	.....
7 P. M...	30.20	66	47	North	Clear.	.....

Maximum thermometer, 71; minimum thermometer, 54.

Following is a comparative statement of the condition of temperature and precipitation on Aug. 22, 1888:

	Tem.	Precip.
Normal	74	0.11
Mean	62	0.00
Departure from normal	—12	—0.11
Total excess or deficiency since Aug. 1	—48	*1.25
Total excess or deficiency since Jan. 1	—556	—4.18

*Plus.

General Observations.

WASHINGTON, Aug. 22, 7 P. M.

Station.	Barometer.	Thermometer. Exp.	Max.	Min.	Precipitat'n	Weath'r
New York city...	30.04	62	74	62	.....	Fair.
Buffalo, N. Y....	30.12	58	64	54	.....	Clear.
Oswego, N. Y....	30.02	62	72	54	.....	Fair.
Philadelphia, Pa.	30.06	62	78	62	.....	Clear.
Pittsburg, Pa....	30.12	60	66	58	.....	Clear.
Parkersb'g, W.Va	30.16	60	68	60	.....	Clear.
Washington, D.C.	30.08	64	76	64	.....	Clear.
Lynchburg, Va...	30.08	68	82	66	T	Fair.
Charlotte, N. C...	30.04	72	86	66	.....	Fair.
Charleston, S. C..	30.00	72	80	72	.98	Cloudy
Atlanta, Ga.....	30.02	76	84	68	T	Clear.
Jacksonville, Fla.	30.06	78	90	76	.01	Cloudy
Titusville, Fla...	30.06	72	88	.....	.90	Rain.
Pensacola, Fla....	30.00	70	82	70	1.66	Cloudy
Montgomery, Ala	30.02	72	86	70	.10	Cloudy
Vicksburg, Miss..	29.98	80	84	70	.....	Clear.
New Orleans, La.	29.96	76	88	.....	.01	Cloudy
Shreveport, La...	30.00	84	90	68	.....	Fair.
Fort Smith, Ark.	30.04	80	86	68	.....	Fair.
Little Rock, Ark.	30.10	78	84	68	.....	Fair.
Galveston, Tex...	29.92	80	90	78	.....	Clear.
Palestine, Tex...	29.98	82	90	68	.....	Clear.
Abilene, Tex.....	30.02	82	88	66	.....	Cloudy
Ft. Elliott, Tex..	30.08	76	92	60	.....	Cloudy
San Antonio, Tex	29.94	88	94	70	.....	Clear.
Brownsville, Tex.	29.96	84	90	76	.....	Fair.
Chattan'ga, Tenn	30.04	74	84	68	.....	Fair.
Memphis, Tenn..	30.10	74	84	68	.....	Clear.
Nashville, Tenn..	30.10	72	80	64	.....	Clear.
Louisville, Ky...	30.18	68	76	62	.....	Clear.
Indianapolis, Ind	30.20	66	72	54	.....	Clear.
Cincinnati, O....	30.18	66	70	62	.....	Clear.
Cleveland, O.....	30.20	62	66	58	.....	Fair.
Toledo, O.....	30.22	64	68	50	.....	Clear.
Gr'nd Hav'n, Mich	30.02	56	62	48	.....	Clear.
Marquette, Mich.	30.18	58	60	46	.....	Clear.
Ft. Rawlins, W.T.	30.00	76	80	.....	.....	Cloudy
Manistee, Mich..	29.56	56	60	50	.....	Clear.
S.Ste. Marie, Mich	30.16	52	58	42	.....	Clear.
Chicago, Ill.....	30.20	62	64	58	.....	Clear.
Cairo, Ill.....	30.14	68	76	64	.....	Clear.
Springfield, Ill...	30.24	64	70	52	.....	Clear.
Milwaukee, Wis..	30.26	60	64	48	.....	Clear.
La Crosse, Wis...	30.24	68	74	50	.....	Clear.
Duluth, Minn....	30.10	72	78	50	.....	Clear.
St. Paul, Minn....	30.14	74	78	54	.....	Clear.
Moorehead, Minn	30.04	78	86	46	.....	Clear.
St. Vincent, Minn	29.94	80	84	50	.....	Clear.
Keokuk, Ia.....	30.14	66	70	56	.....	Clear.
Davenport, Ia....	30.24	66	70	52	.....	Clear.
Dubuque, Ia.....	30.26	66	72	52	.....	Clear.
Des Moines, Ia...	30.22	72	74	58	.....	Clear.
St. Louis, Mo....	30.20	70	74	60	.....	Clear.
Springfield, Mo..	30.14	68	78	62	.....	Fair.
Kansas City, Mo.	30.22	70	76	62	.....	Fair.
Ft. Sill, Ind. T...	30.08	78	84	64	.....	Clear.
Dodge City, Kan.	30.18	74	82	58	.....	Cloudy
Witchita, Kan....	30.10	74	84	62	.....	Cloudy
Concordia, Kan...	30.10	74	80	60	.....	Cloudy
Omaha, Neb.....	30.24	74	80	60	.....	Clear.
North Platte, Neb	30.16	74	82	58	.....	Fair.
Valentine, Neb...	30.10	76	82	56	.....	Clear.
Yankton, D. T...	30.18	72	80	52	.....	Clear.
Ft. Sully, D. T...	30.02	80	86	60	.....	Clear.
Bismarck, D. T..	29.98	80	88	52	.....	Clear.
Rapid City, D. T.	29.92	80	84	54	.....	Clear.
Ft. Buford, D. T.	29.84	86	94	54	.....	Clear.
Calgary, N.W.T..	29.60	82	88	.....	.....	Clear.
Min'edosa, N.W.T	29.76	76	88	48	.....	Clear.
P. Arthur's L'd'g	30.00	56	66	36	.....	Clear.
Qu'Apelle, N.W.T	29.66	88	90	56	.....	Clear.
Ft. As'nab'ne, M.T	29.80	88	94	56	.....	Clear.
Ft. Custer, M. T.	29.84	90	92	56	.....	Clear.
Helena, M. T....	29.84	88	92	60	.....	Clear.
Boise City, I. T..	29.80	96	100	62	.....	Clear.
Cheyenne, Wy. T.	30.02	70	74	44	.....	Clear.
Ft. Washakie, Wy	29.92	80	82	50	.....	Clear.
Ft M'Kn'ny, W.T.	29.90	78	86	64	.....	Clear.
Denver, Col.....	30.10	68	76	52	T	Fair.
Pueblo, Col.....	30.10	70	74	56	.....	Cloudy
Montrose, Col....	29.94	70	74	48	.....	Fair.
Santa Fe, N. M..	30.20	56	64	48	.04	Cloudy
Salt Lake City....	29.90	84	86	64	.....	Clear.

T—Trace of precipitation.

CULLINGS FROM THE COURTS.

Using Figures on Cigar-Box Stamps to Make Bogus Money.

Mrs. Christian Kiefer, of Terre Haute, was brought to this city yesterday and placed in jail. She was charged with counterfeiting, and at a preliminary trial at Terre Haute, before a United States commissioner, was bound over to the federal grand jury. The form of counterfeiting with which Mrs. Kiefer is charged is an unusual one, and has had some precedent in this State. It is of taking the figure 10 off cigar-box stamps and pasting them upon one dollar bills so as to give them the appearance of being bills of the figure denominated. It is also said that she made bogus $20-bills out of genuine $2-bills in the same manner. Only four or five bills of this kind are known to have been passed in the vicinity of Terre Haute. Mrs. Kiefer has two daughters, and one of these was at first put under arrest as an accomplice, but the mother, contending that the girl was innocent, pleaded guilty to the charge of passing the money. A case of this kind occurred in Chicago a few years ago. The natural presumption would be that the pasted slip would be easily discernible by the touch at least, but experience has shown the contrary. The deception, however, is detected the moment one takes the trouble to read the bill or to look for the smaller figures in the corners. In attempting to pass such certificates, the person so doing must depend upon the carelessness of those whom he is seeking to defraud. Deputy Marshal Taylor says the job at Terre Haute was very neatly done, and it required close examination to detect the spuriousness of the bills. Mr. Kiefer's bail was fixed at $800.

Confidence Men on Trial.

The trial of Robert Henry and John R. Fox, the confidence men who are charged with robbing Zachariah Bush, a farmer, of $1,500, on July 19, in University Park, and who were captured in Louisville by detective Lloyd, was begun yesterday before Judge Irvin. Henry Spaan appeared as attorney for the defendants, and Messrs. Mitchell and Holtzman for the prosecution. There were no new developments made, the entire day being devoted to the examination of witnesses, whose testimony all tended to identify the two men as the ones connected with the swindling game. John Bush, a son of the old man; Mrs. L. Lake, a daughter; Patrick Burns, a farm employe; Joseph Cook, the liveryman from whom the men hired the rig in which they escaped; Conley Burns, farm hand; two attaches of English's Hotel and detective Lloyd were all examined. The trial will be continued to-day.

New Suits.

Mary A. Mason vs. Thomas W. Mason et al.; complaint to quiet title.

Flora C. Jones vs. Emma F. Hamilton et al.; complaint for partition of real estate.

William Aufderheide vs. Isaac T. Clark; complaint for foreclosure of chattel mortgage. Demand, $200.

John W. Dean vs. Benjamin Baldwin, sr., et al.; complaint for possession of real estate, with $100 damages.

THE confidence of people who have tried Hood's Sarsaparilla in this preparation is remarkable. It has cured many who have failed to derive any good whatever from other articles. For diseases caused by impure blood or low state of the system it is unsurpassed.

AFFAIRS OF THE RAILWAYS.

The Trunk Line Turmoil.

In commenting on the trunk-line troubles, the Boston Commercial Bulletin says: "Among the trunk-line railroads we have increasing demoralization of passenger rates, but an improving tendency in freight traffic. Rail and cable rates continue low, and no improvement can be looked for this season. All rail west-bound rates are being maintained with a fair degree of stability, and for a presidential year, which always checks business, the tonnage over the trunk lines is unexpectedly good. The Vanderbilt lines were the first to put up dressed beef and live-stock rates, and although the tariff is not high, it is decidedly better to get twenty-five and thirteen and a half cents on dressed beef and live stock than it was to carry that business for a few cents. The recent trunk-line conference resulted in little that was tangible, but the Western Vanderbilts decided to advance their rates and let the other roads carry the traffic for nothing if they wanted to. But the Pennsylvania, although it refused to vote formally in favor of recommending an advance, has followed the Vanderbilts, and the Erie has now trooped in after the leaders. But Erie still keeps its rates a little below those of the stronger lines. How this will act on the Pennsylvania, which detests a differential rate as much as a bull hates a red flag, remains to be seen. The Vanderbilts are willing to permit Erie to make lower rates provided it isn't so low as to capture all the tonnage, but George B. Roberts is opposed to it, and may not prove to be so tractable as the V. system."

Personal, Local and State Notes.

Rates to Illinois and Iowa points from Chicago will be advanced 10 to 20 per cent. Sept. 5.

A large lodge of the Brotherhood of Brakemen was organized in Michigan City on Sunday last. It is to be known as the Charles Billings Lodge.

H. L. Burt, superintendent of the Western Union telegraph office at the Union Station, is off on a two weeks' pleasure trip. His wife accompanied him.

The hundreds of empty cars which have been standing on side-tracks for months past are rapidly disappearing, and several of the lines are unable to supply the present demand for cars.

Col. J. R. Shaler, late general superintendent of the N. Y., P. & O. road, recently appointed traffic manager of the Chattanooga, Rome & Columbus road, assumed the duties of the position on Monday.

After due consideration, the Pennsylvania lines have concluded to reduce the rates on grain to middle Western States to meet the recent reductions made by the Vanderbilt and the Baltimore & Ohio lines.

Oscar Vanderbilt, well known in Indianapolis passenger circles, has left the road in the far Northwest of which he was general passenger and freight agent, and is now selling tickets in the Union office, Dearborn street, Chicago.

Frank Caldwell, district passenger agent of the Erie road, with headquarters at Indianapolis, is still too poorly to attend to the business of his position. He is a sufferer from wounds which he received when in the Union army.

C. S. Mellen has been appointed acting general passenger agent of the Union Pacific until General Manager Kimball is better. Mr. Mellen was formerly general manager of the Boston & Lowell road, and went on to the Union Pacific about a year ago.

Another half dozen Woodruff cars are being shipped to the Indianapolis, Decatur & Western shops, to be remodeled and fitted up with all the modern improvements. Within the last few months sixty of their cars have been enroute for these shops.

It is expected that the bridge which the Chesapeake & Ohio is building over the Ohio river, at Cincinnati, will be completed by the 1st of December, and at once the C., I., St. L. & C. will arrange to do a large freight and passenger business in connection with the C. & O.

When the Vandalia gets its bridge over the Wabash completed, which will be early next month, the bridges on the entire line of any importance will be combination steel and iron structures, and the company will needs spend but little money in that direction for some years to come.

Work on the North Band cut-off is being pushed vigorously. The entire improvement will be completed by November 1, at furthest. The passenger trains now all run over this track, but the freight trains run through the tunnel still, that they need not interfere with the work.

It is stated that the track, bridges and trestles on the C., H. & I. division of the Cincinnati, Hamilton & Dayton are to be put in the best of order, the company anticipating a considerable increase in business through its harmonious workings with the Louisville, New Albany & Chicago road.

Henry C. Marshall, the veteran passenger man who died at Spokane Falls a day or two ago, was one of the best known passenger men in the Middle States. He was, for many years, with the Bee-line, and organized its passenger department. He was sixty-seven years of age at the time of his death.

It is stated that one of the first moves which the Union Railway Company will make after architect Rodd and the contractors have turned the Union Station over to them will be to change the face of the dials of the clock, so that the time of day can be distinguished more than a half a square from the station.

Now that the Cincinnati, Hamilton & Dayton has unloaded the Richmond division, they, with the Louisville, New Albany & Chicago, are taking hold to make it a stronger Cincinnati and Chicago line than it has been in the past, and best of all, they propose to get full rates for the business they carry.

The engineers who attended the convention of the Brotherhood of Locomotive Engineers, at Detroit, have returned. They report having had a grand time and a very profitable meeting; everything passed off pleasantly and the association begins the twenty-sixth year of its existence under very favorable circumstances.

George Cartwright, who recently resigned as general freight agent of the Colorado Midland, is to have charge of the business of the A., T. & S. F. road, in southern California, with headquarters at San Diego. Mr. Cartwright was, for some months, general freight agent of the Cincinnati, Wabash & Michigan, leaving that road to go on to the Colorado Midland.

The Wabash management has through the dull season been repairing their equipment, and as well have built a good deal of new at their own shops, in this manner keeping most of their men at work. A large number of cabooses have been built, two combination cars and several of their coaches have been fitted up as vestibule cars, and are said to be equal to those turned out by the Pullman company.

West-bound tonnage is seldom as heavy in August as at the present time, in fact it has never been heavier. The distribution of merchandise in the West and Southwest is large, and the extraordinary call for anthracite coal in the West also contributes in no small degree to the large movement. The Western shipment of coal is weekly growing larger, which is a great surprise to the dealers and the producers.

Peter F. Daly, traveling passenger agent of the Lackawanna road, spent yesterday in the city. He states that this company is thinking seriously of placing a passenger department representative to look after business in this territory. The growth of their freight traffic from this section has been remarkable, and he is of the opinion that their passenger business can be largely increased in this territory.

The Adams Express Company will put on messengers to run between St. Louis and Cincinnati over the Vandalia and the C., St. L. & P. roads, doing only local business, their through business being carried over the Ohio & Mississippi. Yesterday the Adams Express Company appointed their agent on the forty-five miles of road between Richmond and Hamilton, which the Pennsylvania Company recently acquired.

General Manager Carson and Superintendent Woodard, of the L., N., A. & C., spent yesterday in the city. One of these officials states that the Journal on Tuesday morning stated the case most too strong when it said that the Cincinnati, Hamilton & Dayton and the L., N. A. & C. were to be practically consolidated. The negotiations pending look only to a stronger traffic agreement, which will be of great advantage to both roads.

The general passenger agents of the C., I., St. L. & C., the L., N. A. & C., and the C., St. L. & P. have issued a joint circular announcing that, taking effect Sept. 1, in either direction between Cincinnati and Chicago, the limited rate will be $8, unlimited rate $8.80; between Indianapolis and Chicago, limited rate $5, unlimited rate $5.50; between Louisville and Chicago, limited rate $8, unlimited rate $9. Round-trip tickets will be taken off sale.

The C., B. & Q. has perfected arrangements with the Wabash for terminal facilities at St. Louis. The contract takes effect Sept. 16. The C., B. & Q. will then put on through trains between St. Louis and Denver, Col., also fast freight trains, and at once become a formidable competitor for business to Missouri river points and the Northwest. The C., B. & Q. people have been at work on this scheme for a long time, and it is a big card for the road.

The Wabash people have notified the Indianapolis, Decatur & Western that they would keep on the fast train which furnishes the L., D. & W. its fast Kansas City connection, which means that the Chicago & Alton will keep on a train to haul the Ohio, Indiana & Western Kansas City travel. This will doubtless lead to trouble between the lines doing the business between Chicago and Missouri-river points unless the C. & A. starts its train from Bloomington, Ill., specially to catch its present connections for Kansas City outside of Chicago.

The Pennsylvania has decided to have a shorter route from the East to points in the northwestern part of Pennsylvania. For the past week engineers of the company have been at work between Butler and New Castle surveying a line to connect these two points. The line will shorten the distance between these places about eighty-five miles. At present business from Butler and vicinity destined to New Castle, Erie or points north must be sent by a roundabout route ninety-nine miles. The distance between the two points, across country, is about fourteen miles.

General passenger agent Ford, of the Pennsylvania lines, and Rockwell, of the Cincinnati, Hamilton & Dayton, have jointly issued the following notice: "All tickets now reading over the Chicago, St. Louis & Pittsburg railroad, in either direction via Richmond, and reading thence in either direction over the Cincinnati, Hamilton & Dayton railroad, between Richmond and Cincinnati, will be honored on the through trains of the C., St. L. & P. railroad between Cincinnati and Richmond; and connecting roads may report the entire proportions accruing on such tickets to the Chicago, St. Louis & Pittsburg Railroad Company on and after this date. This privilege expires Sept. 30, 1888, by which time it is expected that new tickets, which will take the place of the old forms, will be printed and placed on sale by all connecting lines."

LETTERS FROM THE PEOPLE.

Defacing the Soldiers' Monument.

To the Editor of the Indianapolis Journal:

Please permit me, through your valuable paper, to enter an emphatic protest against the project of the Indiana Soldiers' Monument Commissioners to sell advertising space on that sacred structure at so much per square inch, where for so much money, paid to said commissioners, a regiment or battery can magnify a little skirmish into a highly colored and richly emblazoned battle. Fame, perpetuated and measured by such a standard, loses something of its real worth. Now if the amount of money appropriated by the State, and already subscribed by counties and individuals and associations is not enough to build that monument, let the required sum be raised by some method that will not give undue prominence to regiments, batteries, squads or individuals simply by the payment of a stated sum of money. Such a plan as the honorable board of commissioners now propose seems to be against the eternal fitness of things, and may make what is intended and designed to be an object lesson for all future generations, commemorating the bravery, patriotism and noble sacrifices of Indiana soldiers and sailors an object of ridicule and a mere caricature, as well as a source of heartburnings, and jealousies, and envious rivalries between the various branches and departments of the Grand Army of the Republic. ROBERT E. SMITH.

General Hovey and Private Chase.

To the Editor of the Indianapolis Journal:

Comrades and soldiers of Indiana—Our friend and champion, Alvin P. Hovey, has been chosen by the Republican party to carry the flag to victory in Indiana. He cannot do it without we stand by him as we have done in the past. It was Alvin P. Hovey who introduced the bill to pay us the difference between the value of gold and the greenbacks at the time we were paid for our services as soldiers. It was Alvin P. Hovey that introduced the bill to give us each 160 acres of land. It was Alvin P. Hovey who, on the 4th of January, 1888, introduced bill No. 1,820, granting a pension to every honorably discharged soldier of $8 per month, who served not less than sixty days between March 4, 1861, and July 1, 1865. Comrades, let us rally around this old battle-scarred veteran, and show him by our votes that we appreciate his services in our behalf. Then, again, there is comrade Ira Chase on the same ticket. We all know what kind of stuff he is made of. When we find two such men as Alvin P. Hovey and Ira Chase as candidates for the two first places in our State government, we want to push them to the front as rapidly as possible. It don't make any difference whether we are Democrats or Republicans, Prohis or Greenbackers—we are soldiers—and these men, Alvin P. Hovey and Ira Chase, are soldiers and soldiers' friends.

W. H. RIDENOUR, with the empty sleeve.

TERRE HAUTE, Aug. 21.

Mr. Bynum and the Farmers—Potatoes.

To the Editor of the Indianapolis Journal:

Mr. Bynum says in his letter published in the Sentinel to the editor of the Indianapolis Journal:

We, the tariff reformers, insist that the people would be benefitted by being able to obtain everything that "grows," free.

H. R. Bill No. 9,051, known as the "Mills bill," provides as follows:

Section, 1. Be it enacted etc., that on and after the first day of October, 1888, the following articles mentioned in this section when imported shall be exempt from duty.

On page 3, line 43, we have this provision same section:

Vegetables, in their natural state, or in salt or brine not especially enumerated or provided for.

Potatoes are "vegetables," and, potatoes are not "especially enumerated and provided for" in the Mills bill. They are especially enumerated and provided for in previous acts of Congress fixing custom duties, being protected 15 cents per bushel. See United States Revised Statutes, page 471. The Mills bill intends that potatoes shall be placed upon the free list and be admitted free of duty.

I do not know how widely it is known that we do not raise enough potatoes to supply our home market. It is, however, a fact that in this city at our commission houses and groceries our citizens bought this last winter and spring, English, Scotch and German imported potatoes. In some groceries signs were hung up "Imported potatoes for sale here." The Marion county farmer when he brought his potatoes in for sale came in direct contact with the price as fixed by the imported article. If the foreign potatoes could have been imported free of duty, what sort of price would our Marion county farmers have realized? Gen. John Coburn made a speech at Brownsburg last Saturday, and when he stated that he bought at our groceries last winter these imported potatoes, it elicited no small expression of surprise from the farmers that attended the meeting.

In the United States consular report No. 91, March, 1888, Department of State, the following statement is made by Mr. F. Raine, counsul-general of the United States at Berlin, Germany, page 608:

The review alludes particularly to the potato crop, and emphasizes that while in 1883 and in 1886 208,000,000 and 163,000,000 bushels, respectively, were produced, only 134,000,000 bushels were produced in 1887. The review points to the fact that heavy importations of potatoes from England and Ireland and also from Germany into the United States took place, and that this import would have been much larger if it were not interfered with by the heavy duties. A bushel of potatoes is subject to 15 cents duty in the United States. In Germany the centner of 50 kilos is subject to a duty of 1.27 marks. This makes the duty nearly equal in both countries. In October, 1887, 4,000 marks' worth of potatoes and 30,000 marks' worth of potato flour were exported from Stettin to the United States.

This is given to us in the official publication of the State Department of Grover Cleveland's administration. The "review" of which the consul-general speaks is the "review just issued under the auspices of the Berlin Exchange," which is very high authority.

Mr. Bynum says potatoes must be admitted free of duty. Mr. Bynum has voted to put them on the free list. Mr. Bynum says in substance to his farmer constituents, "you do not need any protection on potatoes. You must take care of yourselves, as best you can. I am a tariff reformer, and it is against my principles to protect any thing that "grows." Can anything be more absurd?

It has been repeatedly said that the farmer has very little if anything to do with the tariff. On the contrary the tariff has a great deal to do with the farmer if he wants to get a decent price for what he has to sell. The farmer should not for a moment allow such an impractical statesman as Mr. Bynum to do his thinking for him. He should examine the facts and judge for himself and see who are his friends and who are his enemies. The American farmer has always had both the instinct and reason to correctly judge of all public questions and the acts of all public men. For one I am not afraid to trust the farmers of the Seventh congressional district to judge of the merits of the Mills bill, and of the acts and expressed opinions of this free-trade congressman in the coming election.

INDIANAPOLIS, Aug. 21. W. H. H.

A Saloon in the Second Ward.

A good deal of feeling is being aroused over the report that a liquor saloon is to be opened in the building on the southwest corner of College avenue and Seventh street. Some years ago an underhand attempt was made to open a saloon in the Second ward, but on a showing of the methods pursued to obtain a license, the Commissioners squelched the would-be saloonist. The citizens of the ward will take some concerted steps to interfere with the renewed effort to establish what they regard a public nuisance in their midst.

DELEGATIONS ASKING FOR DATES.

Indications that the Receptions of General Harrison Will Be More Numerous.

Chairman Huston, of the Republican State central committee, says that he is receiving a larger number of letters than ever from all parts of the adjoining country, wanting to make engagements to call on General Harrison when he returns. It is probable that the days of September and October will witness larger crowds than ever in the city to pay their respects to the Republican presidential candidate. Illinois, that has already sent over enough for a large army, sends word that there is "more to follow" and that the pilgrimages have scarcely begun. Ohio and Michigan are likewise asking for dates. Even Tennessee, clear across the Democratic borders of Kentucky, sends word that a delegation of her Republican sons want to visit Indianapolis, and ask that a date be fixed. "It is altogether probable that if this thing continues," said Chairman Huston, "we will yet receive delegations from Maine and from California on the same day. And one good thing about these visits, there isn't a man that comes here, and hears General Harrison's voice and grasps his hand, that doesn't go back home a more enthusiastic Republican, more determined than ever for the success of the ticket. For the present, however, we are making no dates, and will make none until we know just when Gen. Harrison will return."

The Toledo Reception.

W. H. Smith, secretary of the Lincoln League, returned yesterday from Toledo. He says that the meeting held there to receive General Harrison was the biggest thing of the kind that has been held in the West this season—and it was got up, too, without any great effort. It was an enthusiastic gathering, as well as a large one. Comparisons were made on the Harrison crowd and the one that attended Thurman's meeting, and it is conceded by all that the former was five times as large as the latter. Every available bit of space within hearing of General Harrison's voice was taken, and the crowd cheered almost continuously. If the State of Ohio is as wide-awake as Toledo is, Mr. Smith thinks that there is going to be a rousing increase in the Republican majority.

Work of the Humane Society.

At a meeting of the board of directors of the Indiana Humane Society Special Agent Elster made a report for the current month, in which it was shown that the cases reported to the society were 14; cases observed by agent, 94; total cases investigated, 108. Classified: Sore backs and shoulders, 16; starved horses, 6; lame horses, 9; whipping, 5; lambs and calves cruelly carried to be butchered, 13; shoes out of repair, 3; collars out of repair, 8; starved cattle, 1; calves placed with mothers, 1; horses with sore eyes, 1; cattle watered in stock-yards, 10; cruelty to cats and dogs, 2; torturing horses, 4; broken leg, 1; cruelty to children, 5; cruelty to chickens, 2; prosecutions, 2; abandoned animals, 4; bought and killed horses, 4. One of the prosecutions was the action taken against one Dr. McGinn, a professed veterinary surgeon, for cruelty, in the Mayor's court. This case has been noticed before in the press. The work of the society is progressing in a very satisfactory way.

DON'T SCOLD

a man for groaning when he has Rheumatism or Neuralgia. The pain is simply aw