ENGLAND'S GRAND OLD MAN

A Prominent Irishman Describes a Visit to Mr. Gladstone at Hawarden.

How the Latter Looked, Talked and Acted—His Devotion to His Family—Views of Famous Men of the Past—His Only Anxiety.

T. P. O'Connor, in New York World.

Not long ago Herbert Gladstone wrote me that he had accepted the office of president of the Liberal Association, at Chester; that he would be glad if an Irish member would speak with him on the night when he gave his opening address, and that he would be especially pleased if I could come myself. I consented, although the heavy work of the commission court and other engagements I knew would compel me to travel to Chester by an early train, and travel again all night after the meeting, and so last Monday I found myself, at about 2 o'clock in the afternoon, at Chester station. Here the stationmaster came up to me with a telegram from Herbert Gladstone, asking me to go to Broad Green, the station nearest Hawarden. At Broad Green I was met by a dog-cart, and from the driver, a shrewd Welshman, I had my first information of the home life of Mr. Gladstone. "Bless his old heart!" said the driver, with a smile and a certain proprietary air, "I have driven him for the last eight years, and I can see no difference in him."

We were soon in the park that surrounds Hawarden. It is large and delightfully wild, as I would call it, and it looked especially beautiful with the leaves on the trees, for Mr. Gladstone has spared an enormous number of trees, red with the tints of autumn. The house itself is smaller than I expected. It is but two stories high, and is not richly furnished. It is, however, an eminently comfortable house. Herbert Gladstone, in a shooting suit—he is a great sportsman—and with his face brown with sunlight, received me, and in a few moments more Mr. Gladstone, who was in his room when I arrived, came up and welcomed me. He was in a dark-brown suit, which, too, was neither new nor shabby, but a judicious mixture—to use one of his own historic phrases—of the two. He was not ready to go out then, but in a quarter of an hour we started for a walk. I shall endeavor to set down as faithfully as I can the incidents and converse of this walk, which must always remain in my memory as one of the most remarkable events in my life. The ground around the park is uneven; there are plenty of hills which it takes an expert pedestrian to climb without puffing, but seats have been placed at convenient intervals.

Mr. Gladstone walks finely. Standing closer to him than I had ever been before, I was rather surprised at the slimness of his figure. He is as innocent of the ample waist that marks with all of us the approach of middle age as though he were yet a youth. The shoulders were not as broad as I had thought, and the whole impression I got was of a physique wiry rather than broad or strong. His limbs especially seemed active, and he moved about with the alacrity of a man who had never allowed himself to be troubled with an ounce of superfluous flesh. I asked him whether he had always been a great walker.

"My life," he said, "has been made much easier by good doctoring at various periods. I always did take a great deal of exercise." I asked him whether one might say he had taken a walk every single day of his life.

"Well," he said, "sometimes when the weather had been very bad and I have had to drive home from the House of Commons I have changed my clothes and gone out for a walk in the midst of the rain."

By this time we had got to the top of a pretty tough hill, and I was panting. It was to my intense relief that he turned to me and asked me if I would excuse him for sitting for a while on a seat. "There was a time," he said, "when I didn't know the difference between going up and going down a hill."

Throughout the day he was always the same, considerately and almost apologetically asking whether he might be allowed to do this or do that.

I cannot describe adequately the effect of his face upon me. It gave to the great gladiator a sweetness and gentleness that touched me greatly. I had a good look at his face just as we were about to sit down. It is an extraordinary face, and, like a beautiful prospect in nature, reveals new beauties under every new phase. The complexion has a pallor—healthy, but at the same time almost as transparent as wax—that gives an immense air of distinction, and to my eyes, at least, adds greatly to the beauty of the splendid face. Mr. Gladstone, I have always thought, looked best when he sits down in the House of Commons after a strong and vehement speech. He is deadly pale, his breath comes and goes quickly, his breast heaves, and there is an expression—rapt, grave, simple—shall I call it an air of apostolic inspiration?—that is beautiful to see. I caught something of this look as he ascended the hill a little out of breath. There was a sweet gravity in the expression that seemed to give me a new insight into his character. You know that many people, owing to his great parliamentary adroitness, have the impression of Mr. Gladstone that he is what the French call ruse, or, in plain English, somewhat of an old fox. He himself also fancies that he is a very sly dog; and then he has a certain comical and quizzical look in his eyes now and then that gives him a pleasantly sly air. But I don't think he's half as sly as he thinks, and, beyond question, frankness and simplicity are the prominent characteristics of his temperment. I saw, or thought I saw, all this as I looked at his side face in climbing this hill. There was such simplicity, such modesty, that I thought I caught a glimpse to the very depths of a pure and transparent soul.

Then we began to talk of all kinds of subjects; and, anxious though I was to drink in every word, I sometimes was carried away by interest in what we were speaking about and spoke several sentences in succession. Mr. Gladstone listened without the least impatience, and indeed throughout carried on the conversation with perfect readiness to give and take—to listen as well as to speak. This I remark because there is an impression that the eagerness of his temperament, his splendid resources and his myriad subjects of information and interest lead him to monopolize conversation. I was more than willing to be dumb, but if I wanted to talk I had plenty of opportunity to do so.

The great men of past contests came on for description, and I was especially anxious to hear what Mr. Gladstone had to say about O'Connell. I had found him reading a recently published volume of O'Connell's correspondence in his library, and then he quoted a passage which he had marked. "O'Connell," he said, "I regard as the greatest demagogue—using the word in its good sense of leader of men—that ever lived; greater than Rienzi; greater even than Savonarola. You know," he continued, apologetically and almost humbly, "the prejudices in which I was brought up with regard to him, but," he added quickly, "I never depreciate him."

Then he went on to tell how he had at one time been brought closely into contact with O'Connell. O'Connell was chairman of a committee of which Mr. Gladstone, then a young fellow, was also a member, and a sub-committee was appointed to go down to the country to examine an elderly and feeble man, who was incapable of coming up to London. This was in the pre-railway period; and, "Accordingly," said Mr. Gladstone, "at 5 o'clock one morning a carriage and four conveyed O'connell and myself and another member down to this old man. I thus saw a great deal of him. He always treated me with the greatest kindness. I think that taking him in his three positions he was greatest at the bar, next best on the platform and weakest in Parliament. His worst speeches were those he had carefully prepared, his best those that were spontaneous and unprepared."

Of Ireland and Irish subjects Mr. Gladstone seemed especially anxious to speak; and the most enthusiastic Irishman might be less enthusiastic than this old Englishman. Everything Irish seemed to please him. "I have always had a high opinion," he said, "of Irish beauty." Then he told the story of a Duchess of Rutland—which he had read in some old Irish book—going to a woman, the wife of a shopkeeper in Dublin. The Duchess was herself one of the most beautiful women of her time; but she stood opposite this rival in a station of life so different, and after gazing at her for awhile exclaimed: "Well, you are the most beautiful woman in Ireland," then went to her coach and never appeared in the shop again.

As another instance of the beauty of the Irish women he referred to the Argyll family. "The present Duke," he remarked, "was a descendant of the famous Irish beauty known in the last century as 'the beautiful Miss Gunnings,' and he himself has a great deal of beauty of features, but it is in a grandchild of his—a daughter of Lord and Lady Archibald Campbell—that you see a complete revival of the old Irish beauty."

This brought us to the subject of heredity. "I am a great believer in heredity," said Mr. Gladstone. "So much so that by and by I should be placed in a great difficulty." And then came these words, uttered very quietly, but they were moving words: "When the Irish question is settled I shall be politically dead—perhaps before; but the question of the House of Lords cannot be much longer avoided."

Then he went on to say that it would be very hard to defend the House on its achievements, "because, unquestionably," he said, "its political action for the last half century, certainly for the last thirty years, has been purely mischievous."

He added that his strong feeling with regard to heredity would make it difficult for him to deal with the subject. "I once," he added, with a smile, "was developing this idea to a Scotch audience, but"—and the smile deepened—"I could make no way with them; they remained cold and dead, and I had to drop the subject."

Disraeli was next discussed, and Mr. Gladstone spoke of the man who had been his rival for so many years with perfect impartiality—nay, with a certain kindliness. I had once before heard him express the opinion that Disraeli's greatest speeches were made before he became a minister, and while he was in opposition to Peel. He gave, as an instance, some of his speeches in 1845—as, for instance, his speech against the Maynooth grant. I should explain to American readers that "Maynooth" is the chief college in Ireland for the training of Catholic priests; that it was endowed by the government up to the time of the disestablishment of the Irish Church, and that, in 1845 Peel created a great storm among strong Protestants by a proposal to increase the endowment.

"For what," said Disraeli, "did the right honorable gentleman convulse the country? That the Maynooth students might sleep two in a bed instead of three."

Mr. Gladstone gave this phrase with great gusto, and with a certain imitation of the deep sepulchral voice of Disraeli. He then told me that the first time he had seen Disraeli was at a dinner given by Lord Lyndhurst in 1835, "when I was so ignorant of the world," said Mr. Gladstone, "or so busy with something else that I had never even heard his name; but the feature that struck me most about him was the very fanciful way in which he was dressed. I said at one time that he was the most picturesque figure in our parliamentary history, with the single exception of Pitt. Afterwards, in the last years of Disraeli's life, I withdrew the exception and described him as the most picturesque figure in our history."

He alluded to the biography of Beaconsfield which I have written, and which, he said, he had carefully preserved, and then added:

"Disraeli's whole character deserved the very greatest study. The present Lord Derby is, perhaps, capable of giving such a view, but I do not think Lord Rowton (who is Disraeli's literary executor) is the man to accomplish such a task."

He then alluded to Disraeli's conduct on the Jewish question as the most noble episode in his life. "I saw him," said Mr. Gladstone," standing up in the midst of the Tory party and making the strongest defense of the Jews—even going so far as to describe them as still the chosen people of God. He must have known that every word he was saying was bitterness to all the Tories around him, but still he went on saying it, and Lord John Russell, who was sitting beside me, turned to me and said: 'Is it not wonderful? Look at the power of conscience working in that man.'"

I asked Mr. Gladstone whether Disraeli had much power over his colleagues. He replied that he had often made the remark that the most wonderful thing about Disraeli was his government of his colleagues. They all hated him and yet they all obeyed him.

Then we got on to other celebrities of the long-dead past, perhaps some of them mere meaningless names to your public. For instance, there was an allusion to the Earl Grey of the past generation. Lord Grey was a very curious man, always objecting to what other people had done. Once there was a document which had been drafted by some other hand, and when it was being discussed Lord Grey objected at every point, until at last Lord Melbourne, who was then Prime Minister, and who was of a very different character, said: "Well, write the report yourself."

Grey retired into a corner, but he paused, and hesitated, and bit his pen until at last Melbourne triumphantly called out: "Ah, now you can't get on because you can't agree even with yourself."

Up to this moment we had avoided the immediate aspects of the Irish question, but we had to get on to it. Mr. Gladstone, who reads voraciously, had just got an advance copy of an article by Archbishop Walsh, of Dublin, on the working of the last land act, and he spoke of the article in the highest terms; it was most striking and most interesting. I suggested that there ought to be a demand in the coming session of Parliament for an arrears bill, in order to enable tenants to get out of their difficulties. "I shall have to consult others with whom I am acting," modestly said Mr. Gladstone, mistaking my meaning. I explained that I was thinking of such a proposal coming from the Irish members, and not from the Liberal party.

In the pauses in our conversation Mr. Gladstone once or twice sat down for a few moments on one of the seats. It was a close day, and he perspired freely. He took off his hat and I felt a little anxious lest he should get cold; but I have heard that he never gets cold from this kind of exposure. Often when he has been addressing great open-air meetings the people have begged him to put on his hat, but he has always refused, and he has never suffered any evil consequences.

We spoke of the character of the English people as a ruling race, and this led him to the story of the rebellion that took place in Cephalonia, one of the Ionian islands, long ago. I confess I had never heard of, or had forgotten all about, the rebellion, but Mr. Gladstone spoke of it as freshly as though it had occurred yesterday. There had been some slight disturbances, and the Governor—appointed, said Mr. Gladstone, by a good liberal of that period—had hanged several people—I think he said six—and flogged some forty six weeks after everything had been restored to tranquillity. Mr. Gladstone was a high commissioner of the Ionian islands several years after this, and wrote a report which has never yet been published.

"When I was in the Ionian islands," said Mr. Gladstone, "one of the many charges made against me in my absence was that I had kissed the hand of the Bishop, as was the custom of the country, and so serious was the charge considered," he continued with a merry smile, "that they actually telegraphed to me about it. I told them to wait, as I would be back in a few weeks. When I came back I went to Lord Derby. Lord Grey had given notice that he would raise the question, and Lord Derby told me that if I went to Lord Grey to explain the matter, this is what would occur: He would listen to me politely and patiently, and at the end of it would say that all I had said had only confirmed him in his opinions. 'Well,' said I to Lord Derby, 'I have another shot in my locker," and then I mentioned the Cephalonian report. Lord Grey had appointed the Governor who had been guilty of these atrocities. Well, I went to Lord Grey, and what Lord Derby had prophesied occurred. He listened to me politely and patiently, and then said that all I had stated only confirmed him in his own opinions. But I told him about the Cephalonian report, and (here Mr. Gladstone's smile broadened) and I heard no more about kissing the bishop's hand."

The pleasure of this story to me was that it showed how consistent Mr. Gladstone has been throughout his life in his hatred of cruelty and oppression.

We walked over the hills and then in the woods, and it was evidently a delight to Mr. Gladstone to tramp through the fallen leaves. We got back to the house after about an hour or so, and then we went into the room in which he works. It is a fine, large room with splendid light. Mr. Gladstone has a chair just under one of the large windows, and here he sits with his back to the light. Beside him is a candlestick with a polished shield behind to increase the light. He was sitting in this chair and reading the correspondence of O'Connel at the moment when I saw him earlier in the day. Now we sat down together, and presently a small tray was brought in with a tiny silver teapot and a tiny silver pitcher of hot water, and—to my sorrow, for I'm a devotee of tea—but one teacup. "I won't offer you a cup of tea," said Mr. Gladstone, "because you are going to dine at a quarter to 6." It was then about 5. But seeing the blank look of sorrow I could not keep out of my face, he said, "Perhaps you are fond of tea," and handed me his own cup and sent for another. The small silver teapot, he explained, he bought in Norway. Then we began to talk once more and Ireland was still the theme, and especially the arrears question as raised by Archbishop Walsh's article.

After a while we went into a small room which Mr. Gladstone has recently had built. It is turret-shaped and opens out of his workroom. Here are a number of shelves and on them his correspondence is stored, according to order of date and person. Letters are folded up with great neatness and regularity. I asked him who had done it, and he said: "Every single package has been done with my own hands." I mention this because one remarkable characteristic of this great genius is that he is entirely free from the slovenliness with which genius is said to be so often afflicted. He knows where to put his hand on every paper and every book. This correspondence will probably be to future historians a mine of wealth.

I had asked him during the day how his health was, and then he recurred to the subject and said something which will ever remain in my memory.

"You have asked me about my health, Mr. O'Connor," he said, recurring to the subject after a long interval. "My sight is not so good as it was, and my hearing is not very good." I should have mentioned that during our ramble I walked on his right side, as his right ear, he said, was the better of the two. "But," he said, "the Almighty is just and merciful to us all. I have to thank Divine Providence that things have been so arranged for me that politics is my only anxiety; I have none other whatever. Everything in my surroundings and in my family is perfect."

He said this in a tranquil voice and without any emotion, but it was easier for him to be unmoved in speaking it than for me in hearing it. It was the epitome of one of the most beautiful home lives of any statesman that ever lived.

Next week he will speak again about Ireland; and I am told that it is impossible to get him interested in any other political subject.

"They are running the Septennial act against my life," was his summing up of the policy of the Tories in trying to prolong the present ignoble Parliament to its utmost limit. They may be disappointed; and I think they will be if clearness of eye and brain and briskness of step be any indication.

I end as I began, with a word from Mr. Gladstone's coachman.

"I want to live to drive him for the fourth time Prime Minister to the House of Commons, bless his old heart," said the honest fellow.

I think he'll have his wish.

DEMAND FOR THE VIADUCT.

People Becoming Restive Under the Long Delay of the Union Railway Company.

It is probable that work will be begun upon the long-talked of South Meridian-street viaduct very soon. It is about two years since the ordinance was passed granting to the Union Railroad Company the privilege of occupying a portion of the streets named with their passenger station and car sheds, upon condition that the company should, at its own expense, build a fifty-foot viaduct over the tracks at the intersection of the alley and the railroad tracks between Meridian street and the first alley east of it. The alley is at present only thirty feet in width, and this made necessary the condemning and appropriating ten feet on either side of the back end of the abutting lots. The railroad company was to pay for damages to property and also for property condemned. The viaduct was to be built under the direction of and upon plans furnished by Mr. Shearer, the city civil engineer. As is known, immediately upon the passage of the ordinance the engineer prepared complete plans and drawings and submitted them to the Council, and they were approved and accepted. They were also accepted by the Union Railroad Company. The plans provide for a viaduct the whole length of which, together with its approaches, will be 930 feet. The center span will be 150 feet in length above the tracks, and twenty feet high. On the north side of the tracks, for a distance of 270 feet, the viaduct is to be supported upon iron pillars, and the space under it is to be open for vehicles of all kinds. On the south side 180 feet will be open in the same way. The remaining ends of the approaches are to have a foundation of solid masonry. The viaduct is to be a total of fifty feet in width, and a roadway and two footways are provided for.

The Union Railway Company, shortly after the plans were accepted, proceeded to condemn the necessary space along the alley on both sides of the track, and took partial possession of South Meridian street by raising the grade of it about two feet for the railroad tracks. It could, under the ordinance, have taken complete possession of the street by building a fence across it on each side of its tracks, if it so desired. The amounts allowed to property-owners by the condemnatory proceedings were generally satisfactory, but several of them appealed their cases, and two were allowed greater amounts in the higher courts. Upon these two cases the Union company have taken an appeal to the Supreme Court, where they are now pending.

The people in the south of the city have been and are demanding that the company proceed and build the viaduct. Both the Meridian and Pennsylvania street crossings are dangerous, and the unsettled condition of affairs is injuring South-side property. The officers of the company, on the other hand, claim that they would have begun the work before this time had it not been for the damage suits, and the threat of more suits by property-owners whose land has been condemned, and by the owners of property on Meridian street, who claim that they will be injured by the closing of the street. The company asserts it is making every attempt to adjust these claims, and will proceed with the work as soon as adjusted. The Meridian-street property owners, it is said, would have no ground for suit against the railroad company, from the fact that if they are injured at all it will be by the action of the city in allowing the company to occupy the street. As to the condemnation suits, the Union company, it is further claimed, will have them to face, and can do it after the work is begun just as easily as before. The people urgent for an early commencement of the work say that, as the city has granted certain valuable rights and privileges to the company, it has the right to, and ought to, demand that the company proceed at once to perform its share of the contract. This is the sentiment of all citizens to whose attention the matter has been called recently. They think the company has been allowed enough delay in the matter, and something ought to be done.

CULLINGS FROM THE COURTS.

A Shelbyville Man Brings Suit for Heavy Damages Against Hawkins.

A suit of double the usual size was begun against United States Marshal Hawkins and his bondsmen yesterday. James C. Thomas, of Shelbyville, was the complainant, and he claims damages to the amount of $10,000. He alleges that on election day Alfred Isaacs, one of the marshal's deputies, pulled and dragged him from the court-house yard in Shelbyville, where a large number of people were congregated, and took him along the public streets of that city for a distance of half a mile to the office of the United States commissioner, where he was imprisoned for one hour, and from there he was taken by Isaacs to the jail of the county and imprisoned for the period of four hours, when he was released after expending $100 in attorney's fees. He says he was hurt, bruised and wounded, and prevented from following his lawful occupation and disgraced in the eyes of his fellow-citizens, and he demands the above-named sum in damages.

Another One of the Injured.

Another suit was brought against the Citizens' Street railway yesterday on account of the West Washington collision. The plaintiff in the case is Jennie Baker, and she alleges that she was a passenger on one of the defendant's cars and was badly injured. She asks for $5,000 damages.

Probate Business.

Ella Mendenhall was yesterday appointed administratrix of the estate of Milo Mendenhall, and gave bond for $1,400. She was also appointed guardian of Olga and Walter Mendenhall, and as such gave a bond of $400.

The Court Record.

SUPERIOR COURT.

Room 1—Hon. N. B. Taylor, Judge.

Elzina Schaffer vs. Harold Howes et al.; from Alford, J. P. On trial by court.

Elizabeth Hellmer vs. Jos. Hickey et al.; foreclosure. Cause dismissed.

Elias Coverdill vs. E. F. Orme et al.; on note. Cause dismissed by plaintiff.

Room 2—Hon. D. W. Howe, Judge.

Samuel McCray vs. George A. Catt et al.; damages. On trial by court.

Mary E. Dittemore vs. John W. Dittemore; divorce. Taken under advisement.

Room 3—Hon. Lewis C. Walker, Judge.

Lillie Thomas vs. Charles Thomas; divorce. On trial by the court.

New Cases Filed.

James C. Thomas vs. Edward Hawkins et al.; complaint for damages. Demand, $10,000.

Susan Gurnsey vs. William Gurnsey; complaint for divorce. Demand for custody of child and $5,000 alimony.

Enoch W. Mark vs. Thomas Harrington; complaint to foreclose mechanic's lien. Demand, $550.

Charles D. Hamill vs. Roger R. Shiel; complaint upon a note. Demand, $885.25.

Jennie Baker vs. Citizens' Street-railway Company; complaint for damages. Demand, $5,000.

Kate A. Reed vs. Andrew J. Reid; complaint for divorce.

CIRCUIT COURT

Hon. Thomas L. Sullivan, Judge.

John H. Singleton vs. Board of Commissioners of Marion county. Motion for new trial overruled.

William G. Kennedy vs. Ester Kennedy; divorce. Decree granted. Children to be placed in the Indianapolis Orphan Asylum.

CRIMINAL COURT.

Hon. William Irvin, Judge.

State vs. Andrew Vanmeter; petit larceny. Plea of not guilty withdrawn and plea of guilty entered. Sentence, fine $100 and three months in the work-house.

State vs. Frank Balls; petit larceny. Trial by court. Case under advisement.

State vs. John Duffy; petit larceny. Plea of guilty and remanded for sentence.

State vs. Charles Land; petit larceny. Plea of guilty and remanded for sentence.

State vs. John Murry; grand larceny, two cases. Plea of guilty and remanded for sentence.

State vs. Michael Rosenbaum; grand larceny. Plea of guilty and remanded for sentence.

State vs. John Rounds; petit larceny. Plea of guilty and remanded for sentence.

AFFAIRS OF THE RAILWAYS.

Presidency of the Baltimore & Ohio.

Special to the Indianapolis Journal.

BALTIMORE, Nov. 14.—There is some whispering going on again about the presidency of the Baltimore & Ohio Railroad Company. The annual meeting of stockholders will be held on next Monday, at which time a board of directors will be elected for the ensuing year. The president will be chosen by the directors about a month later, and there is a movement on foot to place United States Senator A. P. Gorman at the head of the company. This very thing was mooted a year ago, and when Mr. Samuel Spencer was promoted from the position he then held to that of president, a very close friend of Robert Garrett then asserted that the new management was only a temporary one. The board of directors number twenty-three. Seven members represent the stock held by the city of Baltimore, and four the State of Maryland. These eleven members would certainly vote for Gorman for president of the Baltimore & Ohio, and he would need but one more vote to elect him. The relations between Robert Garrett and Senator Gorman have always been of the most intimate character, and it is claimed by those in the secret that Garrett will use his influence in Gorman's behalf. But if even this should fail them, the directors who represent the holdings of the Johns Hopkins University can, it is believed, be controlled so as to give the Senator the deciding vote.

Financial Troubles of the Chicago & Atlantic.

Argument in the foreclosure suit of the Chicago & Atlantic road has closed, and Judge Gresham has taken the case under advisement. The Judge has not intimated what length of time he would consume in consideration of the case. The first mortgage bondholders were represented by Ashbel Green, of New York. The Erie railroad had for its counsel Ex-Secretary Bristow, John B. Elam and David Wilcox. The Erie company is friendly to the new consolidation of the road. The second mortgage bondholders were represented by C. W. Fairbanks, of Indianapolis; John Cadwallader, of New York, and George W. Wickersham. They contend, among other things, that the first mortgage is invalid, because the company was never properly organized, and also because the Farmers' Loan & Trust Company, the trustees, are not citizens of Indiana. Messrs. Charles Atterbury, of New York, and Johnson & Selick, of Chicago, appeared for the Chicago & Atlantic Company. They did not resist the foreclosure. They, however, made certain that the Chicago & Atlantic is earning all its operating expenses and interest charges, and is solvent; and that the reason for the default in the interest is because the Erie Company is not carrying out its guarantee. This suit for foreclosure is in pursuance of a plan for reorganization of the bonded indebtedness of the road.

War Declared Between the Trunk Lines.

Without question, an ugly rate war has been inaugurated between the trunk lines, and where it will end there is no telling. The trunk lines have been in an embarrassed position ever since the pool was abolished by the interstate-commerce law. Everything being equal, the roads which furnish the quickest transportation with least inconvenience at terminals will naturally get the larger portion of the business. The trunk-line pool stopped rate-cutting by giving to the roads which are naturally handicapped a fair proportion of the total earnings, no matter whether they carried much or little. That kept rates steady, but now that the restraining power is gone, the roads are all suspicious of each other, and when the Pennsylvania Company, with its natural facilities, attracts a large tonnage the other lines become jealous, charge unfairness, and with that as an excuse offer lower rates.

Personal, Local and State Notes.

An adjourned meeting of the passenger department of the Central Traffic Association will be held in St. Louis to-day.

John S. Wilson, late with the Pennsylvania road, has accepted the presidency of the Poughkeepsie Bridge Company, succeeding W. W. Gibbs.

Freight men report that but very little new corn is yet moving, although it should be going forward briskly now. The long spell of wet weather unfits it for shipment.

The Philadelphia & Reading road has given notice that all grain in bulk for Philadelphia must be billed to Philadelphia, and not to any particular delivery, and that bills of lading must be issued accordingly.

S. F. Pierson, vice-chairman of the Trunk-line Association, was in the city yesterday. He said the first intimation he had that a new Union Station had been built at Indianapolis was when the Bee-line train run into the train sheds.

It is stated that traffic manager Murray, of the Chesapeake & Ohio and of the C., I., St. L. & C., will place a wide-awake representative of the first-named line at this point. The line will work earnestly for both seaboard and export business.

The proposed changes in the Pennsylvania railroad's staff of officials have been deferred for the present. One of the rumors was that the office of fourth vice-president would be created again and that General Manager Pugh would be elected to fill it.

The roads in the Central Traffic Association have agreed to make the rates for the holidays one and one-third of the regular round-trip rate between all stations. The tickets will be sold on Dec. 24, 25 and 31 and Jan. 1, good to return up to and including Jan. 3, 1889.

General Manager Green, of the C., I., St. L. & C., spent a portion of yesterday in the city, and then went on to Chicago. Mr. Green says that their business would be 50 per cent. heavier if the company was able to secure the cars needed to move the freight offered.

Trainmaster Brimson, of the Chicago & Eastern Illinois, and Chief Train Dispatcher Drew, of the same road, will remove their offices today, taking their entire force from Chicago to Danville, Ill. The train-dispatchers at Terre Haute will be removed to the same point.

President McKeen has ordered the engine which the Terre Haute Harrison and Morton club hauled around in their procession housed in the T. H. & I. round-house at Terre Haute. The Indianapolis Harrison and Morton club has not yet decided what they will do with their engine.

Engines 106, 168 and 208 on the Bee-line proper are making some remarkably fast runs, hauling trains 5 and 10 between Indianapolis and Galion. For some portions of the distance the time is scheduled at a mile a minute, and these engines often, when hauling nine cars, improve on it.

It is understood that the Louisville, New Albany & Chicago Railroad Company is to become a member of the Union Railway Company, on the same basis that the Ohio, Indiana & Western and the Indianapolis, Decatur & Western are members, having a voice only in the management of the property.

The plan of putting in service one engine on the east end of the Union Station, and another on the west end to do all the switching has been dropped for the present, and, as heretofore, a half-dozen engines of the different roads will be running over the Union tracks whenever passenger business is heavy.

When the Union Pacific and the Central Pacific get on their new train, which is to be known as the "Golden Gate Special," the run from Indianapolis to San Francisco will be made in eighty-four hours—twenty-four hours from Indianapolis to Council Bluffs and sixty hours from Council Bluffs to San Francisco.

President Dowd and Vice-president Carson, of the Louisville, New Albany & Chicago road, were in the city the greater part of yesterday, and with Superintendent Woodard looked over the proposed improvement in terminal facilities. President Dowd expressed himself as well satisfied with what the management had done in that direction.

Engine 227 on the Michigan Central road is doing its work so well that the company will order several more like it. This engine rests on three pairs of driving-wheels, with a four-wheeled truck in front. The weight on the drivers is 96,000 pounds, and the driving-wheels are five feet and eight inches in diameter. They haul the heavy express trains at a speed of a mile a minute whenever such a speed is needed.

On Monday Superintendent Ewan, of the Indianapolis division of the Bee-line, will establish forenoon and afternoon schools for the purpose of instructing the train men of the passenger service in the use of heating cars by steam taken from the locomotive. The entire passenger equipment of the road is now being fitted up at the several shops as rapidly as possible for heating by steam from the locomotive. The device used is simple and very effective, heating trains to an extent that would be difficult by any other method.

The impression prevails among general freight agents in the West that the trunk lines are bunching cars in the East, and will continue to do so until east bound rates are advanced. The only way to get a car returned after it gets on a trunk line is to load it. Not an empty car is coming West. As proof that such is the case it is stated that the Western lines of the Pennsylvania now have plenty of cars to handle their local business, while they profess to be short of cars to haul the east-bound traffic. It is the old game of making the weak lines haul the business when it is carried at a loss or small profit. It should be borne in mind that the through business of the Pennsylvania lines furnishes but a small per cent. of their traffic or their earnings.

A Successful Association.

An audience of 400 people attended an entertainment given by the Wm. B. Burford Mutual Relief Association, at the German-English-school Hall, 120 East Maryland street, last evening. There was a wide variety of musical numbers, executed by the Social Turner orchestra and several soloists. A very successful effort was that of E. F. Applegate, on the harmonica, in giving various combinations of tones of the ocarina, piano, mandolin, guitar and violin. After the entertainment refreshments were served. The members of the association, all employes of Mr. Burford, number 140. The association assists any of its members during sickness, and its business is transacted without expense in salaries. An income of $950 was reported the past year.

Charged with Embezzlement.

Meyer Leipsheit was arrested, last evening, by detective Thornton, at the request of the Chicago authorities, who say that he is wanted in that city for embezzlement. Mr. Leipsheit was formerly in business in this city, but moved to Chicago several months ago. He claims that he is guilty of no offense, and says that a young man in Chicago, for whom he had indorsed, failed in the jewelry business a few weeks ago, and left for parts unknown without making any arrangement with his creditors. He thinks the authorities are of the opinion that he had some interest in the departure of the young man.

Ask your druggist for Brown's Expectorant—a sure cure for coughs and colds.

A REMARKABLE CASE.

The well-known Carlsbad Sprudel Salt produced from the Natural Springs of Carlsbad, better than any of the so-called blood purifying remedies.

The cashier of M. Guggenheim's Sons, 96 and 98 Franklin Street, one of the largest import houses in the United States, writes under date of June 30, 1888, as follows:

For years I have suffered from abscesses which always formed on the back of my neck, and had to be cut from time to time to obtain relief. I used all sorts of blood purifiers, but without avail. The abscesses would always reappear. I suffered very much pain until my physician advised me to use the genuine imported Carlsbad Sprudel Salt (powder form). I used this for about four weeks, and since that time I have been entirely free from the disease. My complexion cleared, and I have enjoyed good health ever since. I cannot speak too highly of this really valuable remedy, and have recommended it to all my friends, who also speak of its wonderful effects as a laxative. Yours very respectfully,

I. MEYERS.

Dr. A. L. A. Toboldt, in a paper read before the Ninth International Medical Congress, speaks of the genuine imported Carlsbad Sprudel Salt (powder form), as follows:

My experience with the Carlsbad Sprudel Salt Powder in constipation, diseases of the stomach, liver and kidneys, diabetes, gout, rheumatism, etc., has been such that I may truly say, that no remedy which I have ever used has given me so much pleasure and profit as this particular one.

Dr. Lustig, in his book on the action of Carlsbad Water, says:

I may here state that in chronic abdominal ailments, constipation, gastric catarrh, dyspepsia, diseases of the stomach, liver and kidneys, diabetes, gout and rheumatism, we know of no more efficacious, rational or simpler remedy than the Carlsbad Mineral Water and the Carlsbad Sprudel Salt. A person can at any time of the year, without the least interruption to business, and with very little cost, not only remove any of the above ailments but also prevent their further development by the use of this remedy.

The genuine Carlsbad Sprudel Salt Powder is put up in round bottles. Each bottle comes in a paper cartoon and has the seal of the city of Carlsbad, and the signature of Eisner & Mendelson Co., Sole Agents, around the neck of every bottle. All others are worthless imitations. Pamphlets and Dr. Toboldt's lecture mailed free upon application, Eisner & Mendelson Co., 6 Barclay Street, New York, Sole Agents.

FUNERAL NOTICE.

DURY—The funeral of John Dury will take place at his late residence, 184 Massachusetts avenue, Thursday, at 2 p. m.

TUTEWILER,

UNDERTAKER

72 W. Market st.—Cyclorama Place—Telephone 216.

ANNOUNCEMENTS.

MRS. DR. ELLIS, ASTROLOGER, TELLS LIFE'S history correctly by the planets ruling at birth; your success in business, love, friendship, marriage, health and happiness; what to do, where to go to be successful, healthy and happy. If sick or in trouble, consult the Doctor at once. 23 East Michigan street. Office hours—9 to 12 and 1 to 8.

SOCIETY MEETINGS.

MASONIC—PENTALPHA LODGE, NO. 564, F. and A. Masons. Special meeting in Masonic Temple, this (Thursday) evening, at 7:30 o'clock, for work in the first degree.

J. W. STAUB, W. M.

WILLIAM H. SMYTHE, Secretary.

ATTENTION, SIR KNIGHTS—RAPER COMMANDERY, No. 1, K. T. Special conclave in Masonic Temple, this (Thursday) afternoon, at 5 o'clock, sharp. Business of importance.

JACOB W. SMITH, E. C.

WILLIAM H. SMYTHE, Recorder.

WANTED—SITUATIONS.

WANTED—SITUATION AS RUNNING STATIONARY engine. Work cheap. 382 E. Mich. st.

WANTED—MALE HELP.

WANTED—THOROUGHLY RELIABLE AND energetic man to take entire charge of our business in Cincinnati. Will control large stock of goods and handle considerable money. $2,000 cash deposit required. Salary $175 per month. Apply to E. S. JEWELL, Hotel Emery, Cincinnati.

WANTED—A FEW EXPERIENCED PIPE-LINE tongsmen. Wages $2.25 per day. Report at Hagerstown, Ind. POGUE, DOXEY & HENLEY.

WANTED—AGENTS.

AGENTS WANTED—$75 A MONTH AND EXpenses paid any active person to sell our goods; no capital; salary monthly; expenses in advance; particulars free. Standard Silverware Co., Boston.

WANTED—LADY AGENTS FOR "A" SKIRT and bustle combined; also "B" hose supporters. Our Galesburg agent cleared $108 in ten days. LADIES' SUPPLY CO., 287 W. Washington st., Chicago.

A SUBSTANTIAL BUSINESS HOUSE WANTing an excellent accountant or first-class business man, one who has had large experience, can hear of such an one, lately arrived in Indianapolis, by applying or addressing the undersigned. L. W. HASSELMAN, President Eagle Machine Works; HENRY EITEL, Manager Bradstreet's Commercial Agency; O. H. HASSELMAN, Hasselman Printing Company, Indianapolis.

WANTED—SALESMEN.

WANTED—MEN TO SELL ALL KINDS OF nursery stock. I pay to successful men as high as $100 per month and expenses. Apply immediately, with stamp, giving age. R. B. KNIFFIN, Paterson, N. J.

WANTED—SALESMEN TO INTRODUCE A new and very salable article in his locality and adjoining cities. Salaries paid to active, energetic salesmen. Address, inclosing three cents in stamps, THE ATLAS MANUFACTURING COMPANY, Lock-box 383, Cincinnati, O.

FINANCIAL.

FINANCIAL—ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st.

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 SALE OR TRADE.

FOR SALE OR TRADE—A TWO-STORY FRAME dwelling of thirteen rooms, well arranged and in best condition, and on one of the principal streets of the city. A very desirable location for a physician. For particulars apply to EDWARD GILBERT, Room 6, Vinton Block.

FOR SALE—HORSES AND VEHICLES.

FOR SALE—TWENTY-EIGHT HORSES AND mares, which can be bought for cash or on nine months' credit, with approved security. Must be sold by Nov. 19, 1888. Can be seen at Fletcher farm, Brightwood, on Pendleton pike, near Indianapolis.

STOLEN.

STOLEN—BAY HORSE, ABOUT 12 YEARS old, and a three springed Robbins & Garrard phaeton, from corner of Illinois and Georgia streets, Monday noon. Liberal reward for information of thief or property. EAGLE MACHINE-WORKS.

FOR RENT.

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

A Lost Appetite

MAY BE REGAINED

BY THE USE OF

PAPOID TABLETS

Made from the fruit of the South American Papaw tree. They contain most remarkable digestive properties and act as a corrective of the digestive organs.