LITTLE FREIGHT HANDLED

Striking Switchmen Provoked at Their Discharge and the Moving of Trains.

Engineers and Firemen So Far Express Only Sympathy, but It Is Said There Is Danger of the Strike Becoming General.

Yesterday railroad officials claimed that they had the backbone of the strike now broken, and that to-day they will be moving their trains with considerable promptness. Of course the roads are more or less blockaded at this point, and it will be a day or two, at best, if at all, before the trains are moving with their usual regularity. Most of the roads were able on Saturday afternoon to pull out loaded cars which were on tracks in their city freight depots and in their place put in cars loaded with freight for the city. Most of the day platform-men were at work and some switching was done in the yards without the men being molested. Last night the officials thought it would be unwise to keep their switching crews in service except those needed to do the switching of passenger trains. Most of the roads claim to have men to do the work. The strikers were very quiet so far as the city yards and Union tracks were concerned, but were giving more or less trouble on the Belt road. Their plan has been to uncouple trains at a dozen places when they slowed down for a railroad crossing. An Ohio, Indiana & Western train on Sunday morning was an hour or more getting started after coming to a stop. Some of of the roads have headed off the strikers in this thing by placing an engine on the rear of the train as well as at the front, this engine holding the train back so effectually that the strikers are unable to pull the pins. It is understood that the superintendents will hold another meeting to-day, to be in shape to meet any new phase the strike may assume. While some of them are sanguine that the worst has been passed those of longer experience in matters of this kind will not be surprised if the men, when they really find that they are out of jobs, are more troublesome than they have been. At midnight thirty freight trains had passed over the Belt road in twenty-four hours.

The Outlook of the Strike.

It was learned last night from an authoritative source that unless the railroad officials will consent to abitrate with the strikers through Sweeney, who is at the head of the national association, or some third person, the engineers, firemen, and perhaps the brakemen, will go out before to-morrow morning. There is a good prospect, as one who knows expressed it, that one of the greatest railroad strikes the country has ever seen will be precipitated here before another twenty-four hours have passed unless the officials consent to treat the switchmen in what they believe to be a spirit of fairness. All the grand officers of the Brotherhood of Locomotive Engineers and of the Firemen's Association were telegraphed last evening to come to Indianapolis forthwith, and they will be here to-day or to-night.

Many of the switchmen and employes of the roads in other capacities claim that their side of the case has never been fairly presented to the public. An old railroad employe, and one who says that he is opposed to strikes at all times, made the following statement to a Journal reporter last night: "The threats the officials have made have caused the men to be more indignant and to work harder to win. Some of the officials have threatened their men with the law, others charged them with cowardice, and some have already discharged their employes. Not only that, the O., I. & W. has gone so far as to discharge seven of its engineers because they refused to work with 'scabs.' Such measures as these have only caused the men in all the operative departments to talk more among themselves. The railroads have refused to deal with the switchmen, or to have anything to do with an outside man. In other words, they have refused to allow the men the same privileges they have themselves, and insist on having. In the first place, if a road becomes involved in a lawsuit, or any business transaction, they insist on employing an outside man to adjust the misunderstanding. If a switchman is killed in the service of a company, while his corpse is in the house and his family in sorrow and distress, the company has an agent to go around to all persons knowing anything about the accident, to obtain testimony in favor of the company in case there is a suit for damages. The result is, when the case comes up before the court it is made out, and the widow and orphan are beaten out of what is justly and honorably due them. Little does the widow know that such evidence as this is being taken. After that comes the claim agent, who goes around and tries to make a compromise for a mere pittance. There is another thing I desire the public to know. When a man loses a hand, an arm, or a leg, he is taken to the company's physician. Not because the company is liberal, but because there is a paid agent in the physician, who takes a written statement from the injured man, in case a suit is brought. The man is always asked, "Whose fault was this?" and in his suffering he generally says, "It was partly mine." Little does he know of the trap into which he has fallen, for the law of Indiana says that where an employe is in any part to blame he cannot recover damages.

"It seems to me that a company which is afraid, and positively refuses to settle with a paid agent of its employes, is afraid that the paid agent is a smarter man than the officials themselves. If the companies would consent to have the difficulties settled by a third party they would always get a better settlement, and they would save the people of the country a great deal of expense and trouble. I have been a very careful observer of the switchmen's strike, and I will give a few facts which cannot be disputed. The trouble began in the Panhandle yards. To begin, the switchmen on all the roads but the C., St. L. & P. got an increase, the foreman to $2.35 per day and the switchmen to $2.10. In the yard of that road the yard foreman or conductors got $2.50. Their helpers at first got $1.95, but were cut to $1.90 per day. When this was done the night helpers were raised to $2, the 5 cents being taken off the day men. The conductors were given a 40 cent raise. When the men from the other roads would meet these helpers on the Panhandle they would give them the laugh, and taunt them with 'we are better men than you.' The Panhandle men also claim that their yardmaster is a tyrant. They charge that he wouldn't give them time to eat, and worked them twelve and thirteen hours per day. The discontent grew until the committee was sent to all the roads, asking more pay. I really believe the men have a grievance. There should be some law enacted that would take away some of the danger now attached to work in a railroad yard.

"I think, after the superintendents have threatened the men with discharge and will not make any concessions toward a settlement, even if they do think the men asked too much, the public must be in sympathy with the men. If the roads had been desirous of dealing fairly with the men they would have met them and had a friendly talk over the difficulty, at least. You may know all the railroad men of Indianapolis are not going to go out in the dead of winter unless they know the switchmen have a just grievance."

Holding Joint Meetings.

The firemen, engineers and brakemen held two joint meetings with local switchmen yesterday, and both were very largely attended. The first was in Masonic Hall, in the afternoon, from 2 until 5 o'clock, and then an adjournment was had until evening when the session was held in the old State Building. This last meeting commenced at 7 o'clock, and was still in session at the time of going to press. No definite information as to the joint action of the brotherhoods at either meeting was obtainable, but it is regarded as quite possible that the engineers and firemen, with the brakemen, will join the switchmen if their demands are not heeded. One of the organizations also held a meeting in the Iron Block, last evening, when the question was discussed until midnight. Definite action, however, was suspended until the joint meeting had come to some conclusion.

Will Refrain from Drinking.

Several of the striking switchmen who were in and about the yards near the Noble-street bridge over Pogues run, on last Saturday afternoon, take exceptions to the remark that the men gathered there were generally pretty "full." They say that the strikers, from the outset of the disagreement, have been careful to avoid and discourage the use of liquor, recognizing the fact that to "put an enemy into their mouths to steal away to their brains" would be the height of folly at this time, when they are engaged in a serious contest for better wages. The press committee also states that the utmost care is to be taken in this matter, and that just as soon as a striker appears at the yards or elsewhere under the influence of liquor, he will be arrested at the request of the leaders of the strike.

Prospect of Trouble in Texas.

HOUSTON, Tex., Nov. 25.—For several days past the Brotherhood of Locomotive Engineers in this city have been in session. Their deliberations were kept entirely secret. It has leaked out that the engineers of the Southern Pacific Company have a grievance against J. J. Ryan, master mechanic of the road, and propose to take a firm stand against him. The shop men working under Ryan are with him, it is said, and will stand by him. The Brotherhood today appointed a committee, who left for New Orleans to-night to consult and arbitrate with the management of the road with regard to the matter. Things look decidedly squally, and it is thought by many that unless matters are speedily adjusted a strike, extending from the Mississippi to the Pacific ocean, on the Southern Pacific, will be inaugurated.

MINOR CITY MATTERS.

To-Day's Doings.

REGULAR MEETING OF COUNCILMEN—Evening.

CANVASS OF THE VOTE FOR PRESIDENTIAL ELECTORS—Capitol Building.

GENERAL ASSEMBLY KNIGHTS OF LABOR—Mansur Hall, morning and afternoon.

MUNKACSY'S "CHRIST BEFORE PILATE"—Plymouth Church, day and evening.

ENGLISH'S OPERA-HOUSE—Kate Castleton, evening.

PARK THEATER—Frank I. Frayne, afternoon and evening.

BATTLE OF ATLANTA CYCLORAMA—Market street, between Illinois and Tennessee streets, day and evening.

Industrial and Trade Notes.

The Indianapolis Car Company require 30,000 bolts a day. Purchasing agent Voorhees has, in the last few days, bought 3,000,000 more feet of pine and 2,000,000 of oak lumber.

Indianapolis elevators on Saturday last contained 493,996 bushels of grain, against 495,496 bushels one week ago, and against 479,830 bushels for the corresponding date in 1887.

The Indianapolis Cabinet Company last week made a large shipment of desks to London, England. Secretary Coffin says the business has improved largely in the past few days.

Under the arrangements for running the street cars which began on Saturday last 1,680 cars pass the transfer car daily between 6 A. M. and midnight. All the cars of the thirteen lines pass the transfer.

The Indianapolis Excelsior Company this morning begins the erection of new buildings in the place of those recently burned. It will rebuild with brick and largely increase the capacity of the factory.

Chandler & Taylor this morning will ship a car-load of their engines to the City of Mexico. One engine is to be used for furnishing power for an electric-light plant and the others for manufactories in that city.

The United States encaustic tile, coffin-works and glue-works have all made arrangements with the Indianapolis Natural-gas Company to furnish them with gas, the supply of the Broad Ripple company having partially failed.

The houses representing the two leading quick yeast manufactories of the West are distributing through their Indianapolis agencies about 2,500 pounds a week. On the little two-cent cakes the profit is said to be nearly 150 per cent.

The Hunt Soap and Chemical Company is turning out every week 12,000 pounds of chipped for laundries and 5,000 pounds of other descriptions of soap. One laundry last week closed a contract with the company for 20,000 pounds of chipped soap.

The receipts of poultry on Thursday last at this point were the largest on any day since Indianapolis became an important point in that business. Several hundred coops were brought in by freight and express, and hucksters came pouring in from all directions.

The Indianapolis Bolt & Machine Company is pressed to the limit of its capacity with work. It is building machinery for manufacturing excelsior and some heavy presses for the encaustic tile-works in Hamilton, O. It also has numerous large orders for heavy bolts.

The proprietors of the woolen-mills report business larger than ever before. They are running full time and full-handed. It is highly probable that both companies, Merritt & Co. and Geisendorff & Co. will, in the spring, make considerable improvements to their plants.

C. H. Gillette, bent-wood manufacturer, will begin work in his new buildings, west of the river, this week. With his increased room and improved machinery he expects to turn out 50 per cent. more work than he did in his old factory on Shelby street. He begins with over 100 men on his pay-rolls.

This week Landers & Co. begin operations in their packing-house. Last week Kingan & Co. killed, on an average, 3,000 hogs a day, and Coffin, Greenstreet & Fletcher 700 a day. The strike has so interfered with business that it is possible a sufficient number of hogs cannot be brought in to fill the demand.

Addison Bybee, president of the Woodburn-Sarven weel-works, says that in the early spring the company will resume work on its new buildings west of the river, carrying out the original plans. This is one of the establishments which took in sail awaiting the results of the national election.

The three manufacturers of confectionary are very busy. Daggett & Co. are turning out 30,000 pounds of common, and 14,000 pounds of fine candy a week. It is estimated that the three manufactories are converting 215 barrels of sugar a week into candies of various kinds. Indianapolis has become quite noted for its articles of this kind, and the goods are shipped in all directions, even going into New York and New England as well as West and South.

Since it is difficult to buy choice butter the sales of oleomargarine have largely increased. It is stated that more of the article is now sold on this market than at any time since its introduction. One merchant, who claims to be selling 1,000 pounds a week, says a short time ago a lady from the northern part of the city dropped into his store and saw a tub of oleomargarine neatly done up in pound lumps. Supposing it to be butter she purchased a pound, and was surprised when the merchant charged only 20 cents for it. She took it home and was so pleased with the article that she sent her husband to the merchant in the afternoon for twenty pounds more. The merchant informed the husband that it was oleomargarine. He took it, nevertheless, and the family are now using it, all excepting the husband thinking it to be choice butter.

NATURAL GAS.

A Newspaper Man Thinks General Harrison Lacks Experience with the New Fuel.

Pittsburg Dispatch.

It is to be regretted that President-elect Harrison, as we are informed by a correspondent, is opposed to natural gas. The coming President is not disposed to interfere with the liberty of other people to use it, but for himself he clings pathetically to the days of the old coal and wood fires. "It will always be the same," he says, with regard to the natural-gas fire, "and no matter how much you fix it up with artificial logs or imitation coal, it wouldn't change any. I think half the pleasure of any fire in a room is in watching the changes as it burns."

Much allowance can be made for General Harrison's pessimistic view of the last new fuel when it is stated that he expresses it at the time that his house is under the regime of the plumbers, who are putting in the fixtures. All Pittsburg knows how that is. When the leisurely artisan has torn up three boards from the floor of your library and drilled a hole in the chimney-piece of your parlor before going of to labor in fresh fields and pastures new for three and a half weeks, doubts as to the success of the new fuel naturally burden your mind. When he comes back and makes a workshop of your dining-room for a space of ten days longer, the hankering for the poetic days of the old-fashioned fire becomes decided and positive. Every Pittsburg householder has been in the present state of mind of the President-elect, and will unite in tendering him their sympathies.

But they can also give him their assurance that he is speaking from insufficient experience. After the plumber has departed and left him subject only to the domiciliary visits of the gas inspector and the semi-occasional notification of the gas company that his bill will be raised, he will begin to know what the pleasures of natural-gas fires really are. The pleasures of watching the changes of an old-fashioned fire may be great; but the joys of emancipation from soggy backlogs, refractory kindling-wood, smoky soft coal, or clinkers in your base-burner are beyond computation.

By the time that General Harrison removes to Washington he will be in a position to speak from full experience on this subject. Then we shall expect to have the adverse opinion rectified by an inaugural urging measures which will place gas fires within the reach of all.

A Sure Cure.

Pittsburg Chronicle.

The editor of the New York World says he knows of no cure for a red nose. He should try a temperance pledge.

THE CONDITION OF STREETS

Work of Gas and Street-Car Companies Did Not Give Time for Improvements.

Continuous Rains Also Embarrassed the Washington-Street Contractors Who Are Doing Their Best to Satisfy the People.

The streets of Indianapolis have not been in as bad condition for many years as they now are and have been for the past two or three months. There are several causes for this state of affairs. The three natural gas companies have been vying with each other to lay all the the pipes possible, and the street-car companies have been running a good second to them, so that there is scarcely a street in the city that has not been turned inside out, at least once, and some of them two or three times. In addition to this, since the middle of September, there have been nearly forty days of rain, rendering their repair difficult and much of that time impossible. Of course, the condition of the streets has been the cause of great inconvenience and complaint on the part of the citizens. The weather, however, has been the cause of much if not most of the inconvenience and discomfort. October, usually the most pleasant fall month, was this year about the most disagreeable in the twelve, and on more than half of the days in November thus far there has been a constant down-pour of rain.

Washington street, which almost everybody passes daily, has been as bad as any, if not the worst, and as that street has been the subject of newspaper comment a Journal reporter interviewed one of the contractors for its improvement and ascertained the following facts about it. The contract for repairing Washington street was consumated in July, and after the ordinance for its improvement was passed, another ordidance was passed requiring that all property-owners and parties desiring to make gas and water connections should do so within a given time, and inasmuch as the paving could not be laid until that time expired commencement of work thereon was delayed until late in that month. The grade of the street had then to be cut down along the whole distance in the center of the street, from eighteen inches to two feet, the dirt had to be carried away and the street-car tracks had to be lowered to the grade, all of which took time, and more time was required because the street-car lines had to be run to accommodate the people, and everybody else used the streets, so that the workmen were constantly interrupted and could not work to advantage. But with all this the work would have been fully completed before the first of this month, but for the delays caused by the rain. The workmen could not only not work in the rain, but the water on the street put it in such condition that the work could not be done. No one is so seriously affected by this state of affairs as the contractors. It has very greatly increased the cost of the work and has absorbed any profit they might otherwise have made out of it. The contractors have not only fully and entirely lived up to the terms of their contract, but they have, in addition, added very largely to the material used in the work. In some parts of the street, notably, between Pennsylvania and Illinois, they have added several inches in depth of broken stone. This they have done at their own expense, to make a perfect pavement, which they have made, and the use of the street will demonstrate that the city has as good a pavement as is laid anywhere. The work has been prosecuted just as fast as was possible to do to make a good and perfect pavement, which it is the interest of the contractors to do, both to save money now, and because they are obligated to keep the street in repair for seven years.

This gentleman was asked about the pending ordinance for the pavement around the Statehouse. "Yes," he said, "I see that a newspaper charges that there is a $50,000 job in that ordinance, and says Mr. New is to make a great amount of money out of it. The facts about that are simply that a petition was filed for a similar pavement to that on Washington street for the remaining three sides of the Statehouse grounds, and an ordinance has passed the Council, and is now pending in the Board of Aldermen. Since the entire gross cost of the work will not be $25,000, the newspaper is unnecessarily alarmed. If the ordinance should pass as it now is, it is by no means certain that there will be any work done under it. There certainly will not be unless the Legislature should first make an appropriation to pay for it. The profit on that amount of work could not be very much, in any event. The newspaper is also at fault about there being no competition for the Washington-street pavement. Three bids were made, in response to advertisements, and, if the pending ordinance should pass, advertisements for bids will be made, as required by law, and the parties that bid on the Washington-street pavement can do so for it, and so can all others so desiring."

THE FORCE OF CHRISTIANITY.

Christ Human and Divine, and His Teachings the Spirit of Modern Civilization.

Rev. Dr. Walter M. Walker, pastor of the First Baptist Church, at the Theological Seminary, at Morgan Park, Ill., filled the pulpit of the First Baptist Church, yesterday morning, speaking on the theme, "The Fundamental Facts of Christianity." He took as his text, John, twenty-fifth verse of the ninth chapter: "He answered and said: Whether he be a sinner or no, I know not; one thing I know, that whereas I was blind now I see." This blind man, the Doctor said, was the type of all those who have given most effective testimony to the gospel in all ages of the Christian era.

The humanity of Christ no one questions. If we go to Bethlehem we find Him lying in His mother's arms—a babe. He grew to noble manhood; He increased in stature and wisdom. He was intensely human. "Gather together all the traits of character which adorn and make beautiful a human life," said the Doctor. "Bring everything which poetry has written, or minstrelsy has said; bring everything to which mankind bows down and renders homage: bring the strength and fire of manhood, the grace and loveliness of womanhood, and combine all into one single man, and he will not equal in his manhood the perfect manliness of Jesus Christ. He was not only human, He was divine."

The Doctor then mentioned the condition of the disciples when the great commission was given to them, and described the seeming inadequacy of their means for its accomplishment; without influence, or wealth, or power, they were commanded to evangelize the world, but they had the mighty presence and help of Jesus Christ. The day of Pentecost saw five thousand added to the church. Opposition was exerted in vain to suppress the gospel for 1,800 years; but it is at last at the height of its power. It has given us art, science, civilization and government, and it is the mightiest force which now leads the people on. The gospel changed Paul the persecutor into Paul the apostle and Christian martyr. It changed John Newton, the slave-trader, into John Newton, the poet, and one of the greatest preachers of the world. "When men urge objections against the gospel," the Doctor continued, "we should point them to its great accomplishments—to all the charitable institutions it has erected, to all the homes it has blessed, to all the heroes to which it has given birth—and we say it could not do all these, except it be of God. Thus we will see that three things are indisputable. First, the fact of the divinity and humanity; second, the fact of the spread of the gospel; and third: the fact of its beneficent results. These should strengthen faith and lead the unbelieving to become believers."

A Handsome Sunday-School Room.

The new Sunday-school room of the First Presbyterian Church, or rather the old one remodeled, is as attractive as good taste, admirable design and neat decoration can make it. Last evening the reopening of the room was attended with special services, which took the place of the regular Sunday night sermon. There was an elaborate programme, the features of the evening being music by the excellent choir, a solo or two, responsive reading of Psalms and a short address by the pastor, the Rev. Dr. Haines. The prevailing color on the galleries is white, in the windows are the rich hues of cathedral glass and in the carpeting red abounds. Scriptural mottos in gilt adorn the room. The work was done gratuitously by friends of the school.

A Warning to Its Party.

Atlanta Constitution.

If the Democrats don't want two States made out of Dakota, they would do well to make one State out of it before the 4th of March.

Mr. Horace J. Eddy has removed to Indianapolis from Richmond, and is residing at No. 204 Clifford avenue.

JOSEPH G. CANNON,

Of Illinois, to Be Possibly Speaker of the House of Representatives at Washington.

"Joe" Cannon has been elected to represent the Fifteenth district of Illinois in the House of Representatives at Washington, nine consecutive times. Talk is that Western ideas and sentiments will dominate under the next administration, and this means the same thing as saying that Joseph G. Cannon, the most prominent of Western Congressmen, will be Speaker of Fifty-first Congress, provided, of course, that the Republicans have the organization of the House.

Mr. Cannon lives at Danville, Ill. He was born at Guilford, N. C., May 7, 1836. When only a boy he became a resident of Illinois, where he grew up a sturdy and studious man. He is a lawyer, farmer and banker, and rattling stump orator. His experience at Washington began with the Forty-third Congress. He is a thoroughly-equipped legislator, and probably as well informed on all public questions as any man now in the House. Mr. Cannon is a warm friend of President-elect Harrison.

He is a fair, ruddy man, of the average size. Perhaps no man in Congress is more plain in dress and unassuming in manner than he. The elevation of "Joe" Cannon to the speakership would be a source of gratification to his innumerable friends.

TENDER lungs cannot long withstand the irritation of a violent cough. They first become inflamed and then tuberculated, unless the mischief is arrested. One bottle of Hale's Honey of Horehound and Tar will generally cure the worst cough and prevent all danger. Sold by all druggists.

Pike's toothache drops cure in one minute.

Free Reclining-Chair Cars.

Via the popular "Bee-line," are run on the night express trains between Indianapolis and St. Louis. These chair cars, which many prefer to sleepers, leave the Union Station daily at 11 P. M., and, returning, leave St. Louis at 7:05 P. M. These trains also have a local sleeping car to and from St. Louis, which is a new arrangement that will be appreciated by our patrons. Sleeping-car berths and tickets can be secured at No. 2 Bates House, Union Station, and 138 South Illinois st. T. C. PECK, P. A.

Advice to Mothers.

Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produes natural, quiet sleep by relieving the child from pain, and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for diarrhœa, whether arising from teething or other causes. Twenty five cents a bottle.

Constitutional Catarrh.

No single disease has entailed more suffering or hastened the breaking up of the constitution than Catarrh. The sense of smell, of taste, of sight, of hearing, the human voice, the mind—one or more, and sometimes all, yield to its destructive influence. The poison it distributes throughout the system attacks every vital force, and breaks up the most robust of constitutions. Ignored, because but little understood, by most physicians, impotently assailed by quacks and charlatans, those suffering from it have little hope to be relieved of it this side of the grave. It is time, then, that the popular treatment of this terrible disease by remedies within the reach of all passed into hands at once competent and trustworthy. The new and hitherto untried method adopted by Dr. Sanford in the preparation of his Radical Cure has won the hearty approval of thousands. It is instantaneous in affording relief in all head colds, sneezing, snuffling and obstructed breathing, and rapidly removes the most oppressive symptoms, clearing the head, sweetening the breath, restoring the senses of smell, taste and hearing, and neutralizing the constitutional tendency of the disease towards the lungs, liver and kidneys.

Sanford's Radical Cure consists of one bottle of the Radical Cure, one box of Catarrhal Solvent and Improved Inhaler; price, $1.

POTTER DRUG & CHEMICAL CO., Boston.

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In one minute the Cuticura Anti-Pain Plaster relieves Rheumatic, Sciatic, Sudden, Sharp and Nervous Pains, Strains and Weakness. The first and only pain-killing plaster. A perfect, new, original, instantaneous, infallible, and safe Antidote to Pain, Inflammation and Weakness. At all druggists, 25 cents; five for $1; or, postage free, of Potter Drug and Chemical Co., Boston.

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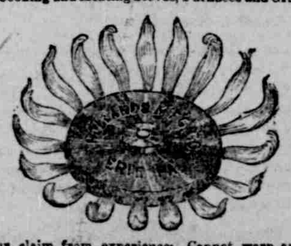

Our claim from experience: Cannot warp apart, perfect combustion, 40 per cent. more heat and will outlast any two two-piece burners in the market. For sale and attached by all first-class plumbers. GEO. A. RICHARDS, Wholesale Agent for Indianapolis.

Chronic Catarrh

Cannot be cured by local applications. It is a constitutional disease and requires a constitutional remedy like Hood's Sarsaparilla, which, working through the blood, eradicates the impurity which causes and promotes the disease, and soon effects a permanent cure. At the same time Hood's Sarsaparilla builds up the whole system, and makes you feel renewed in strength and health. Be sure to get Hood's.

"For 25 years I was troubled with catarrh in the head, indigestion and general debility. I concluded to try a bottle of Hood's Sarsaparilla. It did me so much good that I continued its use till I have taken five bottles. My health has greatly improved, and I feel like a different woman."—MRS. J. B. ADAMS, 8 Richmond Street, Newark, N. J.

"I suffered severely from chronic catarrh, arising from impure blood. It became very bad, causing soreness of the bronchial tubes and a troublesome cough, which gave great anxiety to my friends and myself, as two brothers died from bronchial consumption. I tried many medicines, but received no benefit. I was at last induced to try Hood's Sarsaparilla, and I am not the same man in health or feelings. My catarrh is cured, my throat is entirely well and a dyspepsia trouble, with sick headache, have all disappeared."—E. M. LINCOLN, 35 Chambers Street, Boston.

"I have taken Hood's Sarsaparilla for catarrh, and it has done me a great deal of good. I recommend it to all within my reach."—LUTHER D. ROBBINS, East Thompson, Conn.

Hood's Sarsaparilla

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & CO., Lowell, Mass.

100 Doses One Dollar

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & Co., Lowell, Mass.

100 Doses One Dollar

ANNUAL STATEMENT

Showing Receipts and Disbursements of the

STATE TREASURY

For the Fiscal Year ending Oct. 31, 1888.

RECEIPTS.

Balance in Treasury, Nov. 1, 1887	$373,944.21
Receipts from all sources	4,173,617.98
	$4,547,562.19

DISBURSEMENTS.

For all purposes	$4,219,836.03
Balance in Treasury Oct. 31, 1888	$327,726.16

In Detail.

GENERAL FUND.

Receipts.

Balance Nov. 1, 1887	$60,924.37	
State tax	1,015,921.37	
Delinquent State tax	34,396.63	
Telegraph Company tax	1,014.96	
Docket fees Supreme Court	1,280.40	
Docket fees Circuit Court	8,826.60	
Telephone Company tax	302.03	
Express Company tax	293.35	
Sales Revised Statutes	484.00	
Insurance fees	14,458.50	
Insurance tax	54,320.37	
State teachers' certificates	90.00	
Receipts from counties on account benevolent institutions	58,454.36	
Miscellaneous receipts and earnings of benevolent institutions	5,575.00	
Earnings of penal institutions	159,137.71	
Sale of registered 3 per cent. temporary loan bonds	340,000.00	
County tax transferred	6.24	
Rent State building	1,142.06	
Secretary of State fees	36.00	
Advance payments by counties	364,239.21	
Miscellaneous receipts	1,922.10	
Total receipts		$2,122,825.26

Disbursements.

Interest on State debt	$346,236.29	
Governor's office	10,285.75	
Secretary of State's office	6,158.33	
Auditor of State's office	6,000.00	
Treasurer of State's fice	5,310.00	
Attorney-general's office	4,900.00	
Superintendent of Public Instruction's office	6,500.00	
State Normal School	2,000.00	
Indiana University	23,000.00	
State library	2,349.56	
Salaries and expenses of Supreme Court	25,660.00	
State judiciary	125,500.00	
Salaries of prosecuting attorneys	23,691.09	
Sheriffs' mileage	22,964.00	
Bureau of Statistics	1,283.34	
Department of Geology and Natural History	1,800.00	
State Board of Agriculture	1,500.00	
State Board of Health	5,000.00	
State Board of Equalization	1,000.00	
Fish Commissioner's salary	300.00	
State Mine Inspector's salary	1,500.00	
Benevolent institutions	797,834.54	
Penal institutions	162,937.70	
Public printing, advertising and stationery	21,037.28	
Fuel, light and water	1,923.46	
Advance payments by counties	404,088.52	
Soldiers' and sailors' monument	7,698.64	
County tax transferred	6.24	
Miscellaneous expenditures	8,225.85	
Balance Oct. 31, 1888	96,134.67	
Total		$2,122,825.26

NEW STATE-HOUSE FUND.

Receipts.

Balance in fund Nov. 1, 1887	$94,566.43	
New State-house tax	70,828.85	
Delinquent new State-house tax	5,401.88	
Miscellaneous receipts	211.10	
Total		$171,008.26

Disbursements.

Commissioners' salaries	$5,206.60	
Secretary's salary	1,500.00	
Furnishing	33,508.81	
Miscellaneous expenses	119,916.62	
Balance in fund Oct. 31, 1888	10,876.23	
Total		$171,008.26

SCHOOL REVENUE FUND FOR TUITION.

Receipts.

Balance in fund Nov. 1, 1888	$132,792.06	
School tax	1,353,739.47	
Delinquent school tax	46,141.69	
School fund interest	245,197.54	
Unclaimed fees	398.16	
Interest on non-negotiable school bonds	234,286.99	
School revenue apportionment	83,269.31	
School tax rebate	1,800.00	
Total		$2,097,625.22

Disbursements.

Unclaimed fees	$105.30	
School revenue apportionment	1,963,337.07	
School tax rebate	5,444.84	
Balance in fund Oct. 31, 1888	128,738.01	
Total		$2,097,625.22

COLLEGE FUND, PRINCIPAL.

Receipts.

Balance in fund Nov. 1, 1887	$14,247.26	
Loans paid	8,511.25	
University land sales	252.04	
Total		$23,010.55

Disbursements.

New loans made	$20,145.00	
Balance in fund Oct. 31, 1888	2,865.55	
Total		$23,010.55

COLLEGE FUND, INTEREST.

Receipts.

Balance in fund Nov. 1, 1887	$9,673.39	
Payments of interest	6,755.92	
Damages	26.61	
Total		$16,455.92

Disbursements.

Damages	$362.53	
Expenses	337.80	
Professors' salaries	12,673.39	
Interest refunded	42.10	
Balance in fund Oct. 31, 1888	3,040.10	
Total		$16,455.92

PERMANENT ENDOWMENT FUND OF INDIANA UNIVERSITY.

Receipts.

Balance in fund Nov. 1, 1887	$43.31	
Per. end. fund tax	38,649.03	
Per. end. fund delinquent tax	1,328.35	
Loan paid	300.00	
Total		$40,320.69

Disbursements.

New loans made	$28,500.00	
Balance in fund Oct. 31, 1888	11,820.69	
Total		$40,320.69

PERMANENT ENDOWMENT FUND INDIANA UNIVERSITY, INTEREST.

Receipts.

Balance in fund Nov. 1, 1887	$84.00	
Interest payments	1,656.00	
Total		$1,740.00

Disbursements.

Expenses	$87.00	
Balance in fund Oct. 31, 1888	1,653.00	
Total		$1,740.00

UNCLAIMED ESTATES FUND.

Receipts.

Balance in fund Nov. 1, 1887	$19,649.14	
Total		$19,649.14

Disbursements.

Amount paid to heirs	$210.23	
Balance in fund Oct. 31, 1888	19,438.91	
Total		$19,649.14

SWAMP LAND FUND.

Receipts.

Balance in fund Nov. 1, 1887	$10,535.40	
Swamp land sales	6,996.10	
Total		$17,531.50

No Disbursements.

Balance in fund Oct. 31, 1888	$17,531.50	
Total		$17,531.50

SALES LANDS, ACTS 1883.

Receipts.

Balance in fund Nov. 1, 1887	$8,050.92	
Sales of lands	4,699.30	
Total		$12,750.22

Disbursements.

Expense of selling lands	$1,410.35	
Balance in fund Oct. 31, 1888	11,339.87	
Total		$12,750.22

SALES OF UNIVERSITY AND COLLEGE FUND LANDS, ACTS 1883.

Receipts.

Balance in fund Nov. 1, 1887	$15,825.85	
Sales of lands	1,245.00	
Total		$17,070.85

Disbursements.

Expense of selling lands	$335.30	
Balance in fund Oct. 31, 1888	16,735.55	
Total		$17,070.85

FUNDS WHICH HAVE NOT BEEN CHANGED DURING THE FISCAL YEAR ENDING OCT. 31, 1888.

Escheated estates fund	$1,278.56	
State sinking fund	467.78	
Common school fund	3,217.22	
Excess bids sinking fund	2,088.52	
Surplus revenue fund	500.00	
BALANCE BY FUNDS.		
General fund	$96,134.67	
New State-house fund	10,876.23	
School revenue fund for tuition	128,738.01	
College fund, principal	2,865.55	
College fund, interest	3,040.10	
Per. end. fund Indiana University	11,820.69	
Per. end. fund Indiana University, interest	1,653.00	
Unclaimed estates	19,438.91	
Swamp land fund	17,531.50	
Sales lands, acts 1883	11,339.87	
Sales university and college fund lands, acts 1883	16,735.55	
Escheated estates	1,278.56	
State sinking fund	467.78	
Common school fund	3,217.22	
Excess bids sinking fund	2,088.52	
Surplus revenue fund	500.00	
Balance in treasury Oct. 31, 1888		$327,726.16

J. A. LEMCKE, Treasurer of State.

AMUSEMENTS.

ENGLISH'S OPERA-HOUSE

TO-NIGHT and until Thursday, the popular Comedienne, MISS KATE

CASTLETON,

In her greatest success,

A PAPER DOLL.

"But, for goodness sake, don't say I told you."

Regular prices.