

THE GOVERNMENT BUSINESS

Extracts from the Annual Report of the Interstate Commerce Commission.

The General Effect of the Act Has Been Beneficial to the Country, but Railway Business Has Suffered from Other Causes.

Pertinent Suggestions Concerning the Rate Wars of the Past and Present.

Secretary Whitney Gives a Review of Work of the Navy Department for the Past Three Years in Building Cruisers.

INTERSTATE COMMERCE.

Suggestions for Railway Managers—A Trust Would Not Be Tolerated.

WASHINGTON, Nov. 30.—The annual report of the Interstate-commerce Commission is now in type and the completed volume will be ready for distribution in a few days. The following summary of its contents is given: From the best information now available the railroad mileage of the country on the 30th day of June, 1888, is estimated at 152,761, of which 2,312 miles had been completed and brought into operation within the six months preceding that day. The railway construction in 1886 was 5,471 miles; in 1887 it was 12,638 miles. The number of corporations represented in the mileage is 1,251, but by reason of leases or other contract arrangements many corporations hold control of and operate over more roads owned by other corporations, and the whole number making reports of operation as the date named was 665.

A summary of the formal complaints is as follows: Of a total of 107 cases submitted the record is: Heard and decided, 59; not yet decided, 6; hearing not completed, 9; withdrawn or settled, 23; suspended by request, 10; assigned for hearing, 9.

In the section of the country north of the Potomac and Ohio and east of the Missouri the cases in which the greater charge is made for the shorter transportation are few, and their circumstances are such that complaint is not often made that they operate oppressively. In July, of the present year, however, the Chicago, St. Paul & Kansas City Railroad Company, a company having a line from Chicago to St. Paul and Minneapolis, announced to the commission its purpose to reduce very largely its rates between the termini of its road without reducing intermediate rates. The company laid down two propositions as justifying its action: First, its rates to intermediate stations were perfectly just and reasonable, and therefore there was no injustice in maintaining them; and, second, the rates between its terminal points were forced down by the unfair competition of another line. The reasoning seemed strong and was certainly plausible, but this was a state of things that, at the pleasure of the railroad companies, acting generally, or even of single companies disposed to act in hostility, might be made to exist at any point of railroad connection in the country; and if the greater charge on the shorter haul was admissible in the case under investigation the rule of the fourth section of the act would be of no practical value whatever.

Any railroad company might, by its action, absolute competitor for its obligation, and be itself absolved in return. The legislation never intended this consequence. It did not intend, as the commission believed, that the carriers subject to the law should at pleasure thus make the rule of the statute ineffectual. The carrier under investigation conformed to this conclusion and graded its rates accordingly, and the objectionable rates made by the carrier complained of were also soon discontinued. With some exceptions, resulting from ocean competition, the rule of the short-haul provision of the law has been put in force upon the transcontinental roads, where its operation and effect can be observed under what now appear to be favorable conditions.

In the Southern and Southwestern States the commission has had reason to believe that the carriers were moving more slowly in bringing their tariffs into conformity with the general statutory law than in other sections. Not being satisfied that the carriers were doing so, the commission has ordered an investigation to be made of the rates on the 15th of December at the rate of \$100,000,000, and it is intended to make thorough examination of the existing rate-sheets, and to give all parties concerned an opportunity to be heard.

The report then goes on to the subject of the effect of the interstate-commerce act upon common carriers, and says that although some railroad managers have declared it to have had no damaging effect, the commission is of the opinion that a damaging effect has been produced. It is of the opinion that the general result has been otherwise than beneficial. Railroad business has suffered, in the past year, not because of the interstate-commerce act, but because of strikes, new parallel lines, and rate wars. With reference to the rate wars in the Northwest and among the trunk lines during the year, the report says:

As is commonly the case in rate wars, the trunk line difficulties resulted from suspensions on the part of carriers, respectively, that their competitors were cutting the rates. The suspension was made for the purpose of forcing the other carrier to meet the rate cut. The suspension was made for the purpose of forcing the other carrier to meet the rate cut. The suspension was made for the purpose of forcing the other carrier to meet the rate cut.

With regard to the production of the power by machinery the report says: An examination of the state of the art in 1885 led to the conclusion that the machinery of the day was not so designed as to produce the most efficient results for each ton of machinery, and it was determined to make that the standard and to enter into no contracts that were not based substantially thereon. Plans of machinery were purchased abroad which, upon trial, demonstrated that the results obtained were far in excess of those obtained by the machinery of the day. The report then discusses the various methods of power production and the need for standardization.

held in close legal restraints and under public control. Like arrangements in other lines of business are already sufficiently directing to the public attention, and the most ardent advocates of the construction of railroad authority cannot reasonably expect that any of the means to control the transportation of the country will be relinquished by legislation.

Lacking concentration of authority, railroads can do better service by first establishing better relations among themselves. The need of this is imperative in the case of the railroads, because the beginning it makes charges or investigations against its competitors. Carriers cutting rates have proclaimed the fact that they are doing so, and the public is made aware of it. The public is made aware of it.

The report next considers the subject of the effect of the law upon cities, showing that the act has, in some cases, benefited consuming cities and injuriously affected distributing points formerly favored in rates. The commission believes uniformity in classification, reached as fast as possible without serious mischief, is desirable.

Immigrant transportation is next considered, and various facts stated which were developed upon two investigations held in New York city. In view of all the circumstances, the commission recommends a reception place larger than Castle Garden, from which those not legitimately connected with immigrant transportation, shall be excluded. Immigrant lines should have agents there on equal footing. Payment of commissions for routing immigrants and for procuring the shipment of immigrants from foreign countries should be made on the same basis as that which is made for the shipment of immigrants from the United States.

The subject of the payment of commissions is treated extensively. The commission believes that the evils of the system should be removed, and that the subject is brought to the attention of Congress. No recommendation is made concerning the bills of lading, but the subject is recognized as an exceedingly important one, but it is believed that it can only be handled gradually and in detail. It has been impossible to obtain satisfactory information which shall show the cost of railroad property, franchises and equipments.

The requirement of annual returns from carriers by water has not been overlooked, and the commission renews recommendations made in its preceding report. The commission believes notice of intention to reduce any rate ought to be published not less than three days before the reduction. There are provisions against false billing, classification, weighing or reporting of weight, or other able preferences or advantages. The commission believes that the penal provisions against wrongs of this nature should embrace also the owner of the property or any party claiming for the owner or consignee of property, who shall be party to such unlawful conduct. The commission suggests that the question thus raised should be settled by express provision. Another object of construction ought also to be settled by legislation in order to take away the question on which certain through lines are now claimed to be local lines in fact, and through lines only in appearance. The commission thinks if a line is, in fact, a through line by reason of ownership, or a corporation controlling it ought not to be at liberty to make through rates or to decline to make them at pleasure.

The commission favors joint tariff and through rates, and recommends that carriers engaged independently in interstate traffic on rivers, lakes and other navigable waters of the country, be treated in the same manner as the carriers on the land. The commission believes that the same principle should be applied to the carriers on the land.

So far as armored ships are concerned, the subject is yet to be treated in a broad way by the department and by Congress. At the present time the conditions are such that it is believed that a class of ships can be produced and furnished to the department in this country as soon as, in the course of construction, any element of delay is required; but this has never heretofore, until the present time, been true, and therefore the consideration of the subject has been necessarily postponed until the present time. The efforts of the department in ship construction have necessarily, since March, 1885, been devoted to the construction of vessels, and as to these, the department is able to report that when the ships in course of construction and those authorized shall be completed, the United States will rank second among the nations in the possession of unarmored cruisers.

Secretary Whitney Tells of the Progress Made in Building New War Vessels. WASHINGTON, Nov. 30.—Secretary Whitney has presented his annual report to the President. After giving a brief review of the condition of the navy, as it will exist on the 31st day of March, 1890, in comparison with the same as it existed on the 31st day of March, 1885, and furnishing a list of armored vessels heretofore authorized by Congress, the Secretary says:

light draught, heavily-armored harbor defense floating battery or ram, for which designs have been prepared by the Bureau of Construction and Armament, and which are now under the consideration of the Chief of the Bureau of Ordnance. The advertisements for this vessel call for the submission of bids in the month of February next.

The best method of the department are discussed at some length and a history given of the efforts being made to simplify, systematize and improve them. Upon this subject the report says:

During the years of 1884 and 1885 over 50 per cent. in value of the supplies of the department were obtained by open purchases, without competition. During the year 1886 the value of such purchases was less than 11 per cent., and in the course of the next fiscal year it is believed that the open purchase system will be reduced to 10 per cent. The regular dealers for the most part, disappeared, and regular responsible dealers are becoming more and more numerous. The progress during the year was such that it is believed that the department will be able to obtain the supplies of the department at a lower cost than at present.

The report says that by careful watching of the disbursements on foreign stations, and calling the attention of our officers to the subject of their drafts, by which greatly improved rates have been procured, the department is able to report that on the items of commission, interest and exchange, a saving of \$100,000 was made in the two years and ten months ending April 24, 1885, for the three years ending June 30, 1888, a net gain of \$703 was made. A chapter is devoted to the subject of the year at home and abroad, and in it is a statement made that the necessity for increased numbers of fast protected cruisers, whether for the purpose of protecting or destroying commerce, or for service with a fleet as scouts, has been emphasized during the naval maneuvers of the year. It is fully recognized by all naval officers that the increase in the number of cruisers that has been recognized, in view of the recent introduction of high explosive projectiles and the increase in the range of the guns, that renewed attention must be given to the armored fleet, and the prevailing opinion in England, France, Italy, Germany and Russia, is that a strong armored fleet is to be built at an early date. In these new vessels the armor will be much more widely distributed, and the armor will be of a higher quality, as well as the water-line and machinery. The destructiveness of high explosive shells fired against unprotected sides emphasized the necessity of the armor of the monitor type for coast-defense service.

The Secretary considers the subjects of improved power, projectiles and torpedo boats, and the subjects of the navy and marine corps for the current fiscal year amount to \$23,063,624, and for the next fiscal year amount to \$26,707,977, a difference of \$3,644,353. The Secretary closes by giving the main points of his report to the President. The Secretary of the navy, the chiefs of the various naval bureaus and the board of visitors to the United States Naval Academy, abstracts of which have been published from time to time and which were placed in the hands of the Secretary.

LOST IN A BURNING MINE. Another Fire in the Calumet and Hecla—Eight Men Suffocated by Smoke. CALUMET, Mich., Nov. 30.—Fire was discovered at the Calumet and Hecla mine this morning. A large party of men were working at the time of the fire, which, when discovered, had made such rapid headway that the smoke was terribly dense and their lives were in great danger. All made a rush for the surface, but eight men are missing. They are dead certain. Among them are two Italians, named Joseph Mosior and Tony Catawara. The mine location is completely covered with the dense smoke, and the fire looks worse than did the last, but being nearer the surface it is believed the damage financially will not be so great. The company is making every effort to regenerate efforts to control the fire and to rescue the miners, but at this time it looks as if the chances are hopeless. The men are all married, but two, and all but one are Cornishmen. The scene about the mine is heartrending. The families of the men are, of course, cognizant of the extreme likelihood that the men will never come out alive, and to their grief and lamentations are added the most pathetic scenes of a part of the lost and the trained employes of the company. The fire will not affect the product of the mine materially, and it will be kept up to the limit imposed by the French syndicate.

Chris Rait, one of the miners who were at work in the fourth level of No. 2 shaft, says that about 11 o'clock last night he saw, and smelled smoke. He at once called the attention of others to it. Charles Sarson and Henry Burkinoyki, who were thoroughly familiar with the Calumet branch of the mine, at once started to the surface, and the latter of them went south to the main shaft and rode up to what is called the grand sixth level. They then crossed to No. 3 shaft, where they saw the smoke and the flames. The fire was on the top, bottom and sides, looked as if they had been burning some time. Burkinoyki at once went to the valve of the water-pipe, opened it, and the water came out in a fine spray, and he tried to fight the fire at the risk of his life, but there was no water there. He says, however, that there had been a narrow escape at the former fire, led the way back to the main engine shaft and opened the water-pipe. He pilots the way for them to No. 5 shaft and they were on the surface. Nothing is known of the whereabouts of the eight men who are missing. Over 100 men were at work in the mine at the time it broke out. The missing men are: Joseph Maslar, Antonio Kalleras, John Vanderbit, Andrew Hanson, and two others, names not known.

Immense volumes of smoke are issuing from the burning shaft. The fire will not prevent work at the South Hecla, and that part of the mine which is being worked at the present time and the product can be kept up to the syndicate's limits.

The Fire a Finnish Crime. MARQUETTE, Mich., Nov. 30.—Like the fire of last year, this fire started on Thanksgiving day, when the mine was practically idle. There were about 200 men on the seventeenth level on the night shift. About 11 o'clock they smelled smoke and at once understood the terrors of their position. An attempt to signal the surface disclosed the terrible fact that the signal wire was not working. They were cut off from communication, and, but for the coolness of the men in charge, from escape as well. Word was at once dispatched to warn the men to flee for their lives. Faithful pilots set about leading the squads of terror-stricken miners through different avenues to the main engine shaft, some distance away. Two men started up No. 3 shaft to the main engine shaft, but they were unable to do so. The fire is the delirious work of a cool, calculating, murderous fiend, who would not only destroy the mine, but the lives of the miners. The men behaved with remarkable coolness and they made their way to the surface, but none got so far as in a short time the mine engine shaft was filled with smoke and suffocation with hot smoke, and it is probable that the doomed men met their deaths somewhere between the sixth level and the main engine shaft. The fire is the delirious work of a cool, calculating, murderous fiend, who would not only destroy the mine, but the lives of the miners.

THE LATE MRS. SHERMAN.

Her Religious and Social Life at the Capital and in Philadelphia.

Washington Special in Philadelphia Press. The news of Mrs. Sherman's death has been received with profound regret in Washington, particularly in army circles and the large Roman Catholic community. She was never an army officer's wife who fulfilled more punctiliously the ceremonial duties belonging to her station. Her Tuesday afternoon receptions in their private house on H Street, near St. Aloysius Church, a house which was presented to the General, she dispensed a stately hospitality.

Those were, perhaps, her happiest days in Washington, as her later years were clouded by the heart trouble which has ended in her death. She was a devoted member of the Society of St. Aloysius, as it is called, and her devotion was so ardent that the secular priest, hood of St. Matthew's, which church in after years she found it more convenient to attend, she attended Mass there with her intense religious abnegation, notwithstanding she had a warm regard for the saintly Father Boyle, a long pastor of the church. Her religious life was a model to all who were in contact with her. She was a member and the long-time president of the Tabernacle Society, an association of ladies whose object is to aid in the work of the churches throughout the country with sacerdotal vestments. She was also largely interested in the Indian missions of her church and in general charitable work among the poorest members of the community.

She had always, while here, a strong influence in the government departments, and used to obtain clerical positions for many needy Catholics in most of the departments, and when her husband brought her in contact. Probably no other person, unless Samuel J. Randall, had so large a patronage in the government service as Mrs. Sherman during the years when her husband was General. In this sense she loved power. She had a strong nature, and ruled her family as a captain in a vessel. General Sherman having always the air of a passenger, it was Mrs. Sherman who ruled the household. The great joys of Mrs. Sherman's maternal career came to her in Washington. Her eldest daughter, Minnie, was married to Lieutenant Fitz while they were in the city. Her second daughter, Ella, was married to Lieutenant Thackeray in their last Washington residence—in the historic row on Fifteenth street, where General Sherman lived. Her third daughter, Van Vleet, Fernando Wood, and Governor Thomas Swan so long lived cheek-by-jowl. Here also her son Thomas, a fine, frank, jovial man, who is reputed to be a social favorite, made up his mind to enter the Jesuit priesthood. This was the crowning joy of Mrs. Sherman's heart, the answer to her deepest prayers; but it was a source of grief to her, because Mrs. Sherman herself testified, she behaved very well, indeed, under it—for a Protestant. It was here, also, that Mrs. Sherman received the news that she was chosen by his Holiness, the Pope, to receive "the golden rose." It may readily be inferred from the tenor of the above that Mrs. Sherman's religious activities kept her aloof from the laic society, and beyond the necessary part she bore as the General's wife this was strictly true. During her later years, when the family lived on Fifteenth street and her health was declining, her receptions on Tuesdays were usually delegated to her unmarried daughters, Lizzie and Rachel. Lizzie is next in years to Mrs. Sherman, and has a strong family character. She ranks, with Mary Everts, Mary Wate, Nanette Bayard and Victoria West, among daughters who have held the right hand of their fathers in representative social positions at the capital. Circumstances develop many such in our midst whose ill duties are of the absorbing character that discharge them; they must sacrifice the romance of early womanhood and content to long remain ungathered roses on the ancestral tree. General Sherman has not a daughter among his four more admirably qualified to discharge the duties of widowhood, yet it is doubtful if Lizzie ever had time to be in love. She will be simply indispensable to her mother in law, and her sister, Rachel, who is still in her bellehood, and Teuneeb, the youngest, a student at Yale, are the remaining unmarried children.

Mrs. Sherman was rather stout in figure, with full, round face, rather than a handsome one. She dressed with great plainness, usually in black, and above rather than below her years. She wore always a long, close-fitting dress, from either of her neck, in the style of thirty or forty years ago. She was a daughter of Thomas Ewing, and inherited many of his commanding traits. She signed her name to notes and letters "Eileen Ewing Sherman" with a graceful touch of family pride. It is also said that she was deeply gratified with having led her father in his last hours to embrace the Roman Catholic faith, while she was in the city, and that she necessarily, because Colonel Auered, of Gen. Sherman's staff, whose lamented death is well remembered in Philadelphia, died in the city, having been afforded the opportunity to see that he was baptized into her religion.

KNIGHTS OF LABOR IN INDIANA. Interview with a Prominent Member of the Organization Regarding Assemblies. "There's to be a general awakening among the Knights of Labor in this city and throughout the State," said a prominent K. of L. master workman to your correspondent to-day. "As far as is proper and practicable all lapsed chapters will be revived and active assemblies instituted in every town or city, and this was a source of weakness to the order, for it scattered its forces too much. It is better to have but one or two numerically and financially strong assemblies than six or eight weak ones. There would also be less bickering, and the forces could be more readily and effectively concentrated. The number of chapters in the city of New Albany, with an aggregate membership of about 2,700. Now there is but one in working operation, and it has less than 200 members.

"This remarkable depletion in membership and assemblies, it is now seen, is the result of too many and too scattered skirmish lines. The action of the General Assembly in the past year and re-election by the General Assembly with new courage and determination, and will push for a big revival in the order. Such a revival is now in progress.

"No one, so far as I know, favors the wild schemes of the expelled and disappointed Barry. He is socialist, if not worse, and his views and his proposed organization will create a party, and a party, amount to anything. I doubt not the Anarchists of Chicago will all be found ready to give their hand of fellowship, but the true friends of the country, with every assembly not tainted with socialist and anarchist sentiments, will stand by Powderly and the regular organization of the Knights of Labor. We propose to re-organize the order, and organization and revival in this part of Indiana at once.

Some Hollow Hobboblins. Memphis Avalanche (Dem.). The Republicans party having spanked Mr. Waterston's star-eyed goddess of Reform, and sent her to bed without her supper, the brilliant editor of the Courier-Journal is engaged just now in training up another child of his fancy in the way he thinks a shrewd one. He had succeeded in his project, and he was ready to go to bed, when he was informed that the organization and revival in this part of Indiana at once.

Time to Call a Halt. Philadelphia Inquirer. Another American girl yesterday married an Englishman, and while the wedding was being solemnized unless it included the past variety. The bride is a daughter of a prominent Philadelphia family, and the groom is a young man of English birth, who has been in this country for some time. The marriage is a union of two good families, and is expected to be a happy one.

National Board of Health.

Prof. Kedzie, of the Michigan University, who personally superintended the examinations of various brands of baking powders on the market, and made an official government report to the National Board of Health, Washington, D. C., says: "In some brands we found the excrementitious ammonia, in still others we found alum and other foreign ingredients, leaving on our hands, as the results of our labors—Dr. Price's Cream Baking Powder, upon which to fix the seal of purity and wholesomeness.

SPRING TIME IS DAISY TIME NICE THINGS COME TOGETHER. SUMMER TIME IS ROSE TIME FAIR AND GOLDEN WEATHER. AUTUMN TIME IS FROST TIME FOREST TREES AFLAMING. WINTER TIME IS BREAK TIME ICE AND SNOW A REIGNING. WOULD YOU HAVE IT ALL WAYS BE ROSE AND DAISY TIME ALWAYS IN YOUR DEAR HOME. NEST HAVE THE BRIGHT SUNSHINE BUY THE SOAP THAT'S NAMED BELOW AND FIND WITHOUT A DOUBT DAISY TIME AND ROSE TIME WITHIN IF NOT WITHOUT. FOR ALL SEASONS SANTA CLAUS SOAP. Made by N. K. FAIRBANK & CO., CHICAGO, ILL.

DEAN BROS. STEAM PUMP WORKS. BOILER FEEDER BREWERS AIR PUMP FIRE PUMP DUPLEX PUMP. PUMPING MACHINERY FOR ALL PURPOSES. INDIANAPOLIS, IND. SEND FOR CATALOGUE AND PRICES.

IMPROVED UNITED STATES SCALES. We are making all sizes of Railroad Truck, Wagon, Epper, Deamont, Depot and Miners Scales on greatly improved and improved designs, and supplying all other scales. We have had fourteen years' experience in the business, and will guarantee satisfactory work or no pay. Send for circulars, references and prices. UNITED STATES SCALES CO., 1000 E. State St., Chicago, Ill. (Incorporated capital, \$50,000.) Second-hand Railroad Truck, Wagon, and other scales. Fairbanks, Howe and other makes on hand for sale.

KNIGHT & JILLSON 73 and 77 South Pennsylvania Street. NATURAL GAS LINE PIPE, DRIVE PIPE, TUBING, CASING, BOILER TUBES, of the manufacture of the NATIONAL TUBE WORKS CO. We carry in stock all sizes, operate four pipe machines, and cut and thread any size, from 1/2 inch to 12 inches. We have a complete stock of all sizes of GALV. STEAM and WATER pipe, and our establishment is the acknowledged headquarters.

NATURAL GAS SUPPLIES. Tubing, Casting and Pipe, Cordage, Rig Irons, Drilling Tools, Brass Goods, Malleable, Galvanized and Cast-Iron Fittings. Complete line of House-Fittings for Natural Gas. GEORGE A. RICHARDS, 77 South Illinois Street, Indianapolis, Ind. TELEPHONE 364.

BRYCE'S BREAD. Ask Your Grocer for it. THE SWEETEST AND MOST NUTRITIOUS. IN THE SELECTION OF A CHOICE GIFT. For Pastor, Parent, Teacher, Child, or Friend, both elegance and usefulness will be found combined in a copy of Webster's Unabridged.

Webster's Unabridged Dictionary. A Choice Gift. For Pastor, Parent, Teacher, Child, or Friend, both elegance and usefulness will be found combined in a copy of Webster's Unabridged. Besides many other valuable features, it contains: A Dictionary of 118,000 Words, 2000 Engravings, A Gazetteer of the World, locating and describing 25,000 Places, A Biographical Dictionary of nearly 10,000 Noted Persons, A Dictionary of Fiction found only in Webster. All in One Book. 3000 more words and nearly 2000 more illustrations than any other American Dictionary. Sold by all Booksellers. Pamphlet free. G. & C. MERRIAM & CO., Publishers, Springfield, Mass.

LADIES' PEERLESS DYES. In Your Own Dyeing, at Home. They will dye everything. They are sold everywhere. Price 10c a package. They have no equal for Strength, Brightness, Amount in Packages, or for Fastness of Color, or non-fading Quality. They do not crack or run; 40 colors. For sale by F. A. Bryce, druggist, cor. Mass. and Vermont Sts.; Herman E. Fraser, apothecary, 245 E. Washington St.; T. C. French, Masonic Temple Drug Store, cor. Tenn. and Washington Sts.; Otto Schopp, druggist and apothecary, 302 S. Illinois St.; Jno. W. Scott, druggist.

LYON & HEALY, State & Monroe Sts., CHICAGO. Wholesale and Retail Dealers in Stationery, Printing, and Bookbinding. We carry in stock all sizes of Railroad Truck, Wagon, Epper, Deamont, Depot and Miners Scales on greatly improved and improved designs, and supplying all other scales. We have had fourteen years' experience in the business, and will guarantee satisfactory work or no pay. Send for circulars, references and prices. UNITED STATES SCALES CO., 1000 E. State St., Chicago, Ill. (Incorporated capital, \$50,000.) Second-hand Railroad Truck, Wagon, and other scales. Fairbanks, Howe and other makes on hand for sale.

PATENTS FOR C. & E. W. BRADFORD, INDIANAPOLIS, IND. ONE DOLLAR PER YEAR. Weekly Indiana State Journal.

THE FINEST MEAT-FLAVORING STOCK. LIEBIG COMPANY'S EXTRACT OF MEAT. USE IT FOR SOUPS, Beef Tea, Sauces and Made Dishes. Genuine only with fac-simile of Baron Liebig's SIGNATURE IN BLUE INK. Sold by Storekeepers, Grocers and Druggists. LIEBIG'S EXTRACT OF MEAT CO. LTD., London.

INSURANCE DIRECTORY. FUNSTON, CHAS. B., Sec'y, 35 Vance Block. Manufacturers' Mutual Fire Insurance Co. HOLLAND & GLAZIER, 102 East Market. Pacific Mutual Life and Accident. HOBBS, W. H., 74 East Market. United Fire and Marine Insurance Co., Philadelphia. Sun Insurance Company, of Philadelphia. Telephone 1009. HUO, H. M., 42 Vance Block. Travelers' Insurance Co., of Hartford. LEONARD, JOHN E., 224 East Building. The North British and Mercantile, of London. MCGILLIWRAY & DARR, Gen. Ins. Agt., 64 E. Market. Indiana Insurance Company, Indianapolis. Citizens' Insurance Company, Evansville, Ind. Fidelity and Deposit, of New York. People's Insurance Company, Pittsburg, Pa. SUPLOW & MARCH, Managers, 90 1/2 E. Market St., for Ind. & Ky. Kentucky, Tennessee and West Virginia for the Provident Savings Life Insurance Society of New York. Sheppard Homan's plan of pure life insurance, unimpaired by banking, a specialty.