## NICARAGUA CANAL CHARTER

### The House Discusses the Senate Bill Proposing to Incorporate the Company.

### Amendments Relieving the Government of All Responsibility and Prescribing the Time Within Which Work Shall Begin.

WASHINGTON, Dec. 7.—It was ordered that when the House adjourn to-day it be to meet on Monday next.

Mr. Dunn, of Arkansas, from the committee on merchant marine and fisheries, reported back, and the House adopted, a resolution calling on the Secretary of the Treasury for information as to what relief can be furnished by the revenue-cutter service and the life-saving service to American whaling and fishing vessels wrecked in Behring sea or the Artic ocean.

Mr. Foran, of Ohio, from the committee on appropriations, reported the invalid pensions appropriation bill, which was referred to the committee of the whole.

Mr. Crisp, from the committee on elections, submitted the report of the South Carolina contested election case of Smalls against Elliott, and it was placed upon the calendar. It finds in favor of the contestee Elliott. The minority resolution, presented by Mr. Rowell, of Illinois, and also placed upon the calendar, provides for the seating of Smalls.

The House then went into committee of the whole—Mr. McMillin in the chair—on the private calendar, the pending business being the Senate bill to incorporate the Nicaragua Canal Company.

Mr. Spinola, of New York, offered an amendment striking out the clause which authorizes the company to exercise such powers as have been conferred upon it by the government of Nicaragua. If this was to be a stock-jobbing affair, he said, the sooner it was known the better. No one knew what the agreement between Nicaragua and the company was.

Mr. Cox, of New York, expressed his ignorance of the facts upon which his colleague predicated his statement that this was a stock-jobbing affair. Stocks might be affected by it; he did not know. After a brief constitutional argument in support of the measure, he urged the importance of its passage from a commercial stand-point.

Mr. Farquhar, of New York, remarked that if the amendment were adopted, the bill would be like the play of "Hamlet" with Hamlet left out. Speaking in advocacy of the measure he declared that it would place in the hands of the United States the key of the South American and Indian trade. Let the United States show to the congress of the three Americas which would soon meet in this city, that, instead of the empty phraseology of resolutions of comity and good will, the government had opened to the two Americas south of us a highway costing $100,000,000, backed up by the sentiment of the Fiftieth Congress.

Mr. Adams, of Illinois, contended that the clause which the amendment proposed to strike out did not confer any dangerous authority, and that it was necessary in order that the work should be successfully accomplished.

Mr. Spinola gave his hearty concurrence to the remarks of his colleague in favor of the extension of American commerce. All he desired in regard to this bill was that it should be perfected. He did not want to lend himself, under any buncombe ideas, to the passage of a bill which would one day rise up and haunt Congress. He believed that it was not sufficiently guarded, and that by implication the government might be held to financial responsibility.

Mr. Reed, of Maine, inquired upon what the gentleman based his belief.

Mr. Spinola—On the whole bill.

Mr. Reed—But on no particular word or sentence?

Mr. Spinola—No, because they have been too cautiously evaded.

Mr. Reed suggested that the bill not only did not contain a word which bound the government, but it did contain a clause expressly stating that it should not be bound.

Mr. Spinola remarked that the language was similar to that used in the centennial exposition bill, and that the government had been obliged to make the appropriation good.

Mr. Reed replied that the gentleman was as much out in his history as in his law.

Mr. O'Neill, of Pennsylvania—The $1,500,000 was paid by the people of Pennsylvania and not by the general government.

Mr. Holman argued against the constitutionality of the measure, contending that it was not authorized by the clause granting Congress the power to regulate commerce. In opposing the bill, he predicted that if the bill passed in its present shape, Congress would be asked, in less than ten years, to guarantee the bonds.

Mr. Kerr, of Iowa, expressed himself as favorable to the measure, which would encourage the creation of an inter-oceanic canal. He had heard it rumored, however, that this company was being incorporated in the interest of the Panama canal, in order to prevent any other company from coming in. He desired to know whether that was true.

Mr. Clardy, of Missouri—I say, emphatically, no. The Panama Canal Company has been fighting the bill.

Mr. Blount found in the fact that the company did not seek a State charter—which he asserted was competent for it to do—a reason why the bill should receive a careful and cautious examination and scrutiny. He predicted that the incorporators of the company—having the government committed to the enterprise—would come to a future Congress and ask the government to go further and maintain the enterprise by contributions.

Mr. Sponola's amendment was rejected.

Mr. Holman offered the following amendment:

Provided, That nothing in this act shall be so construed as to commit the United States to any liability whatever for or on account of said company; nor shall the United States be held in any wise liable or responsible in any form, or by implication for any debt or liability which said company may incur; nor be held as guaranteeing any engagement or contract of said company, or as having assumed any responsibility for the acts or the proceedings of said company in any foreign country, or contracts or engagements entered into in the United States.

Mr. McAdoo, of New Jersey, replying to a suggestion thrown out by Mr. Holman that the pending legislation might result in entangling the United States in foreign complications, said that it was inevitable that before long there would be a canal through the isthmus. The United States could not remain indifferent to the tremendous foreign interests growing up on this continent. If any canal was built under foreign patronage the United States would find itself entangled in its efforts to protect the isthmus against foreign influence. Europe was land-hungry. Her eyes were turned upon this continent, and the feeble republics of South America could only be preserved from foreign aggression and from subserviency to foreign interests by the moral, the financial and, if necessary, the military power of the great Republic of America. This bill would protect American rights. He would not have the government embark on foreign ventures uselessly, but he remembered that God had given to this country as a heritage the duty of preserving from the North sea to Terra del Fuego a republican form of government, a territory free from foreign despotism.

Mr. Phelan, of Tennessee, thought that every suggestion made by the gentleman from New Jersey in favor of the measure was an argument against its passage. He criticised the advocates of the bill for pressing it forward at a time when there was no opportunity for that careful discussion and consideration which the important questions involved in the measure demanded. He submitted a brief constitutional argument against the bill. He hoped that the House would postpone until a more suitable time the discussion of a proposition which engrafted on the statute books a policy totally and radically new, and entirely hostile to the best interests of the United States.

Mr. Cobb moved to amend Mr. Holman's amendment by adding to it the following:

And this proviso shall be printed on every bond, contract, certificate of stock, or other obligation issued by said company.

The amendment was adopted, and Mr. Holman's amendment, as so amended, was agreed to.

Mr. Bland offered an amendment as follows:

Provided that Congress reserves the right to alter, amend or repeal this act, and to regulate the tolls of tariff rates for the transportation of persons or property by the company or its assigns.

Mr. Milliken inquired whether the gentleman would be willing to invest his money and then let somebody else say how much profits he should get out of it.

Mr. Bland replied that the day had passed when the people were willing that Congress should create a corporation greater than the government itself. If the amendment was not adopted he hoped that the bill would be voted down.

The amendment was agreed to.

On motion of Mr. Maish, of Pennsylvania, an amendment was adopted requiring the construction of the canal to begin within three years.

An amendment requiring the canal to be completed within ten years was voted down.

On motion of Mr. Wilson, of Minnesota, an amendment was adopted providing that no certificates of stock should be issued until at least 10 per cent. of the sum shall be fully paid for in money at the par value of the stock and the money deposited in the treasury of the company. No payment on account of the capital of the company shall be paid except in money, and the company is prohibited from returning or repaying any part of the money so paid. No bonds in excess of the amount of the capital paid in should be authorized until such paid-in capital shall amount to $5,000,000. No part of the capital stock paid in shall at any time be returned to stockholders or diverted from the proper uses of the corporation. A violation of any of these provisions is punishable by fine of $10,000 and imprisonment for five years.

Mr. Stockdale, of Mississippi, offered an amendment providing that the concessions of the Nicaraguan government shall not be changed, nor shall the company release the government of Nicaragua from any of the concessions, without the consent of the United States; and any violation of this provision shall operate as a forfeiture of the franchise of the company.

Mr. Dingley, of Maine—With all due deference to the gentlemen who have offered the various amendments, it seems to me that there is a settled purpose on the part of some gentlemen to defeat the bill by indirection. While admitting the importance of the object to be accomplished, they practically defeat it by offering amendments which will prevent the accomplishment of that object. Let Congress grant the charter as requested, and thus promote American enterprise and American commerce, and let members remember that an American company, chartered by the United States, would practically be under government control, and that the enterprise would be practically an American enterprise.

Mr. Herbert, of Alabama, said that the government, in incorporating the company, established a protectorate over the canal, with all that the word implied. He was not here to say that that ought not to be done, but it should be done withe eyes open.

Mr. McCrea, of Kentucky, and Mr. Wheeler, of Alabama, briefly advocated the bill, and argued its constitutionality.

Pending a vote on the amendments, the committee rose and the House took a recess, the evening session to be for consideration of private pension bills.

At the evening session the House passed ten pension bills, and at 10 o'clock adjourned until Monday.

## "STANLEY IS DEAD."

### One of His Fellow-Workers Gives Reasons for This Belief.

Montreal Witness.

"Stanley is dead." This what the Hon. Dr. Williams said to a Witness reporter yesterday morning, in answer to a question respecting the great traveler's whereabouts. "I know," he observed, "that I am going against a great body of opinion in making this statement. It is a dreadful thing to say. But I am not a poet, I look at the cold facts. Stanley is dead, and his death is due to vanity. Ostensibly he headed a column for the relief of Emin Bey. Really he was working in the interests of the British Geographical Society. Stanley, whom I have known well, whose ambitions dreams I have listened to night after night when I was assisting him in the plan for the formation of the Congo Free State, was galled by the magazine critics, who, while lauding him as a journalist, regretted that he was not a botanist to describe the flora of the country; a palæontologist, to deal with differentiations in structures; a biologist, to scientifically value ancient remains. Stanley felt sore over this. He bought a small scientific library and studied hard. My belief is that with the ambition—and a very high one it was—of adding a new country or a new river to the map of the world, Stanley has left the path of duty, got into a new track, encountered savage tribes, perhaps cannibals, and was murdered. These Zanzibar dispatches, these stories from deserters—I never put the least faith in them. What are the facts? The last letter from Stanley was dated June, 1887—about two years ago. Remember that Stanley went, not as Livingstone, who carried nothing more formidable than a jackknife or a fowling piece to provide himself with food, but at the head of an army with banners. He came among the tribes as a conqueror. Each village would turn out. He would be opposed at every step by the natives, and he would be opposed by the Arabs, trained warriors, with modern arms, whose slave business it was the ulterior object of his mission to kill. The journey, then, would be one unbroken series of encounters, which, without any base of supply, depending entirely on what his followers could carry on their heads, with nothing for his European band but the maize and the highly flavored fruits of the country, which they could not use—with no hope of relief—would at last destroy the morale of the best men in the world. A man in low spirits falls an easy victim to fever.

"Or, consider this again. Tippoo Tib, the big slave-dealer, furnished Stanley with some of his men. Tippoo Tib knew that Stanley's mission was ultimately destined to destroy his source of wealth. Might it not well be that he had arranged a plot whereby Stanley should be destroyed? If Stanley had pulled straight through, hurried his men as fast as possible, and not deviated from his path, Emin Bey might have been relieved."

"Was Stanley sanguine when you last saw him?"

"He was in the best of spirits. But I don't believe he had sand enough for this last journey. He was worn out with previous hardships. He was a little man, and had extraordinary courage. Who is there now to take the lead of another column? Not a man anywhere."

## WHY HE REVERED LINCOLN.

### A Man Who Was Once a Soldier, and Owed His Life to the President.

New York Tribune.

One night during the heat of the campaign in this city, a plain man with a soldier-like bearing was addressing an audience of workingmen in one of the down-town wards. The speaker said that he had always been a Democrat, but that this year he should vote for Harrison, and as he grew more earnest in his appeal for a protective policy he referred eloquently, and almost reverentially, to the memory of Abraham Lincoln. Some in the audience thought it strange that a life-long Democrat should so refer to Lincoln, but those who knew said in explanation that the speaker was the hero of one of the most pathetic stories told of the civil war. The story runs like this:

Two young boys from one of the towns in this State had early enlisted in the Union army. They marched side by side, shared the same dangers, ate together and slept together. One of the boys was not so strong as the other, and often, after a hard day's march, he would be quite exhausted. At such times the stronger one would carry the knapsack of the weaker, and lend him his arm over rough places.

One night, after a particularly wearisome march, the sickly lad was more exhausted than usual, and was sinking heavily to the ground when he was told that it was his turn that night to serve on picket duty. The stronger youth at once volunteered to take his place, and although he, too, was worn out with the double load he had carried during the day, he took his stand for the night with gun in hand. Toward morning the tired eyelids would no longer stay open, and he was found asleep at his post. Then came the trial by court-martial, and the sentence, to be shot for sleeping while on duty.

In vain it was pleaded that he slept but a moment, that he was taking the turn of a sick comrade—military rule was inexorable. The condemned lad tried to comfort his friend, and then wrote to his father and mother, telling them why their son must die. At his home was a young sister, who, after she had heard the letter read, at once set out for Washington to see President Lincoln. She found the President and told him the story, and after a few inquiries had been made of the Secretary of War, the great man with the kindly heart wrote across the death sentence: "Pardoned. A. Lincoln." "Go home," he said to the trembling girl, "and tell your brother to be proud that he has such a sister, and you, my girl, have reason to be proud that you have such a brother."

And those of the audience who heard the story admitted that the pardoned soldier had a right to reverence the name of Abraham Lincoln.

### No Smoke, but Plenty of Fire.

Chicago Journal of Commerce.

That useful sign of civilization—smoke—is now beautifully less in the city of Indianapolis, and her manufacturing establishments from a distance appear to be inactive. Upon closer inspection, however, the peculiar twisting properties of heat can be seen rising from each chimney stack, and an inspection of the shops themselves will convince one that the most intense activity prevails. Indianapolis is evidently proud of her industries, waking up to new life since the laying of the natural-gas mains from the wells, some thirty miles away. The citizens of Indianapolis organized what has been styled the Indianapolis Gas Trust Company, with a capital of $750,000. Contributors to the stock are to be paid back their money with interest at 8 per cent., and when this is accomplished the entire plant is to be turned over to the city in perpetuity, and consumers of natural gas will pay only actual cost.

For Throat Diseases and Coughs

Use Brown's Bronchial Troches. Like all really good things, they are imitated. The genuine are sold only in boxes.

## AFFAIRS OF THE RAILWAYS.

### Alleged Forgery in Connection with Grain Rates.

CHICAGO, Dec. 7.—A statement was published this morning to the effect that the Michigan Central railroad had been making secret rates on grain to the East. This caused an investigation by leading officials of the road. While they, as yet, refuse to give any names, they assert that the road is the victim of a conspiracy between one or more of its clerks and the representative of a very prominent Board of Trade firm, by which grain was shipped at a concession of 2½ cents per bushel from the regular rates. Telegrams were sent to various points along the line between here and Buffalo, and the grain which was in transit was stopped till the shortage was made good. Forgery is charged in connection with the matter, and the Michigan Central people threaten sensational developments.

### West-Bound Rates to Be Restored.

NEW YORK, Dec. 7.—Commissioner Fink this afternoon ordered west-bound rates restored, to take effect, according to the law, within ten days. The order restores west-bound rates to the tariff in operation before the cut was made by the New York Central. The restoration is a direct result of the action taken in Chicago at the meeting of the Central Traffic Association, when rates were advanced on east-bound freights. The advance goes into effect on Dec. 17, the same day that the advance in east-bound rates is ordered to take effect.

### Personal, Local and State Notes.

E. B. McLeod has been appointed New England passenger agent of the Chicago & Rock Island road, vice J. T. Douglass, resigned.

The Treat Manufacturing Company is building a car-wheel foundry at Hammond, Ind., with a capacity to turn out 250 car-wheels per day.

The Erie Despatch fast-freight lines have been thrown off the Baltimore & Ohio road, and the agencies on the B. & O. line have been closed.

H. R. Dering, assistant general passenger agent of the Pennsylvania lines, is making an extended Southern trip. Yesterday he was in Charleston, S. C.

The Bee-line is in the market for 200 coal, as well as 500 box cars, the contract to be let this month. The cars are to be delivered as soon after New Year's as possible.

The earnings of the passenger department of the Lake Erie & Western road in the month of November, were $7,002 in excess of those of the corresponding month in 1887.

Matters are brightning with the Ohio, Indiana & Western road. Its earnings are footing up larger, and the volume of traffic is governed only by the cars which it can command.

The car-works company at Michigan City have just got their immense wood-work shops completed, and are now building a blacksmith shop of brick, 164 feet long by 130 wide.

Terre Haute has become one of the most important stations on the Vandalia system. Last month there were handled in the yards at that point, for both divisions, 23,652 cars.

The joint Western classification committee, at their semi-annual meeting on Thursday, corrected all inconsistencies in the classification, and adjourned subject to the call of the chairman.

The Erie people in cutting down expenses have decided to abolish their passenger agency here, and this territory will be looked after by their passenger agents at St. Louis and Cincinnati.

The C., H. & D. people are building a fine depot at Troy, O. The building is sixty-six feet long by 52 wide, and the style of architecture is much the same as the depot built at Liberty, Ind., last year.

P. S. Cooley, who formerly represented the Union Pacific at Buffalo, has been appointed district passenger agent of the Union Pacific, with headquarters at Indianapolis, succeeding C. S. Blackman.

The Local Ticket Agents' Association, recently organized, will hold its first regular meeting in Elks' Hall, at 2 P. M. to-day. The new agreement will be considered and acted on if a result can be reached.

A meeting of the railroad men of the city will be held, at Room 16, Union Block, this afternoon at 3 P. M., to take appropriate action on the death of H. P. Wetsell and make arrangements to attend his funeral in a body.

The Vandalia has a young strike at Brazil. Six switching crews have gone out. The company is filling their places with new men, and their business has not, as yet, been seriously interfered with, except during one day.

J. Van Vechten, who, for fifteen years, has been master mechanic on the Delaware division of the Erie road, at Port Jervis, has resigned, and is succeeded by Wm. Ransom, formerly master mechanic on the Indianapolis & St. Louis road.

Freight agents here have been notified by Commissioner Fink that, on the 17th freight rates as fixed by the Central Traffic Association would take effect, based on 30 cents per one hundred pounds, Chicago to New York, for grain, and on the other classes of freight in the usual proportion.

On Tuesday last Superintendent Blee, of the Bee-line, gathered around him his eighty switchmen, at Cleveland, and notified them that their pay had been advanced voluntarily—that of the day men 10 cents a day, and the night men 15 cents. They are now paid the same as the men in the yards at Indianapolis.

W. N. B. Williams, general freight and passenger agent of the Dayton, Fort Wayne & Chicago road, was in the city, yesterday, on official business. He states that the road is doing an excellent business. Recently handsome additions have been made to the rolling stock, and the earnings are showing up very satisfactorily.

The Local Ticket-scalpers' Association of Chicago has gone to' pieces because of inability to agree upon the reinstatement of Stout & Reed, who had been accused of selling forged tickets. The two men were acquitted by the court, but their late associates had some doubt as to their being eligible to membership under the circumstances.

The Cincinnati, Indianapolis, St. Louis & Chicago company has abandoned the tunnel on the eastern division, taking up the tracks through it, and is sending all its freight, as well as passenger trains, over the North Bend cut-off. This improvement will be completed within thirty days, if the weather continues favorable. The track is now down to grade.

During the past year 1,500 tons of heavy steel rails have been put in the track of the Cincinnati, Indianapolis, St. Louis & Chicago road, main line, and 180,000 new cross-ties. In bridge work but $7,000 has been expended on the main line, against $142,000 in 1887. For years past the expenses in that direction have been very heavy, as all the bridges have been renewed with first-class iron and steel structures.

The first train over the Louisville, St. Louis & Texas road, between Louisville & Owensboro, was run on Monday last. This is the southern division of a road it is proposed some time to build from Middletown, O., to the Ohio river, completed portions of which, the C., H. & D. and the C., L., St. L. & C., are now operating. It is believed this enterprise will be carried out as originally planned, and these links will then form a part of the line.

Albert D. Pendleton has been appointed acting freight agent of the Vandalia, at this point, and it is understood will be made permanent agent. He commenced railroad service as collector for H. P. Wetsell, in 1878, and was shortly after made one of the clerks, and has steadily been advanced from important clerkship to a more impartant position. He is well thought of by the shippers, and fully competent to fill the position made vacant by the death of Mr. Wetsell.

General Freight Agent Tucker, of the Illinois Central, has issued a notice to grain receivers, advising them that for the present a demurrage charge of $2 a day will be made on every car left unloaded longer than twenty-four hours after the consignee has received notice. The object is to enable the company to keep its cars moving and supply promptly the needs of shippers on the line. On Wednesday this road had 700 cars of grain held out of Chicago on side-tracks, and over 800 car-loads awaiting shipment at stations on the line.

Reports from all parts of the country tell of a great scarcity of cars. Business in many places is seriously hampered by the inability of the roads to move their freights promptly, and the condition is apparently growing worse. A statistician on car-building matters says that 30,000 to 40,000 additional freight cars could advantageously be used by the roads in this country. Railroad managers are beginning to show their appreciation of the need of cars by placing large orders in the last few weeks.

An Eastern man has suggested a plan which he thinks will put an end to all railroad wars. It is, in effect, that where there are several roads doing a competitive business between prominent points, one road shall carry all the through business and then divide the profits with the competing lines in a proper proportion. He says that the other lines could turn their attention then to their local traffic and develop the towns through which they pass and charge rates which will leave something above the paying of operating expenses and fixed charges.

### Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Dec. 7, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna Building:

| | |
|---|---|
| Robert C. Light to Jinsey Hubbartt, lot 19, in Light's Broad Ripple subdivision | $750.00 |
| Jinsey Hubbartt to Robert C. Light, part of the southwest quarter of section 36, township 17, range 3 east | 3,000.00 |
| Susan F. Barnett to Minerva C. Kemfer, part of the west half of the southeast quarter of section 6, township 14 north, of range 5 east | 700.00 |
| James Renihan to Jacob C. Yuncker, part of lots 11 and 12, in square 68 | 12,000.00 |
| Louis F. Burtin to Alfred O. Despo, part of lot 21, in square 1, in Martindale's south addition | ..... |
| Wm. H. Morrison to Nancy A. Ford, quit-claim to part of lots 49 and 50, in outlot 96 | 29.17 |
| Jacob C. Yuncker to James B. McElwaine, part of lot 4, in square 67 | 8,750.00 |
| J. A. Krumrine to Wm. T. McVey, south half of lot 5, in Julian et al.'s subdivision and addition to Irvington | 62.50 |
| J. A. Krumrine to Wm. T. McVey, north half of lot 5, in Julian et al.'s subdivision and addition to Irvington | 62.50 |
| Wm. P. West to Fannie L. King, part of the southwest quarter of section 36, township 17 north, of range 3 east | 100.00 |
| John W. Emrich to John King, lot 5, in Ferguson's addition to Haughville | 500.00 |
| Enoch D. Hanna to David G. Hanna, lots 4 and 5, in Enoch D. Hanna's first addition to the town of Oakland | 175.00 |
| Conveyances, 12; consideration | $26,129.17 |

Hints on Home Dressmaking

By EMMA M. HOOPER.

Festival Fashions.

Furs and Fur Garments.
Finishings in Feathers.
Stylish Wraps.
Handsome Holiday Habits.
Pretty Bonnets, and Quaint Hats.
The Newest Decorative Fancies.

By MRS. JAS. H. LAMBERT.

☞ See

**Grand CHRISTMAS number**

OF THE

**Ladies' Home Journal**

At the news-stands—SIX CENTS.

CURTIS PUBLISHING CO., Philadelphia, Pa.

### DIED.

WETSELL—Suddenly, on Dec. 6, 1888, at No. 739 North Delaware street, Harris P. Wetsell, in the thirty-ninth year of his age. Funeral services at St. Paul's Episcopal Church, Sunday afternoon, at 3 o'clock.

STARKEY—Died at the residence of Maj. Fletcher E. Marsh, Friday, Dec. 7, of hemorrhage of the lungs, Frankie Starkey, only child of H. G. Starkey, aged five years. The funeral will occur at the residence of Major Marsh, Sunday, Dec. 9, at 4:30 p. m. The remains will be taken to Kalamazoo, Mich., for burial.

This is the seventh death that has occurred in the family of Major Marsh during the past seven months. A large circle of friends condole with this stricken family. It is "hard to take to heart the lesson that such deaths will teach," yet if any consolation can be offered to those who are plunged into such poignant sorrow, it can best be extended in the words of the author, who most clearly and most touchingly speaks to the human heart:

"When death strikes down the innocent and young, for every fragile form from which he lets the panting spirit free a hundred virtues rise in shapes of Mercy, Charity and Love, to walk the world and bless it. Of every tear that sorrowing mortals shed on such green graves some good hope is born, some gentler nature comes. In the Destroyer's step there springs up bright creations that defy his power, and his dark path becomes a way of light to heaven."

TUTEWILER,
UNDERTAKER

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

### ANNOUNCEMENTS.

ELECTION—LOVELY-LANE A. M. E. ZION Church will, on the 19th of December, elect the trustees, according to the State law.
W. A. M. CYPRES, Chairman.
WAVERLY STEVENSON, Secretary.

THE BROKERS' LOAN ASSOCIATION WILL have, on the 15th of December, $20,000 to place as building loans. CHAS. A. BLYTHE, Secretary, 34 N. Delaware st., Indianapolis, Ind.

ASTROLOGER—MRS. DR. ELLIS CAN BE CONsulted on past, present, future, love, friendship, marriage, inheritance, enemies, lost or stolen goods, lawsuits, sickness, death, journeys, etc. If sick, in trouble, or would know what to do for the best, consult the Doctor at once. 23 East Michigan street.

SANITARY HOME—AT 334 N. NEW JERSEY st., Indianapolis, Ind. Chronic diseases and diseases of women a specialty. The methods employed are electricity, Swedish movements, baths and other hygenic agents. RACHEL SWAIN, M. D.

### WANTED—SITUATIONS.

POSITION WANTED AS SALESMAN—GENTS' furnishings or clothing; middle age; salary not an object, if chance for advancement. Address W. E. G., this office.

### WANTED—AGENTS.

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.

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

WANTED—AN ACTIVE MAN WITH SEVERAL hundred dollars to take general agency of State for a novelty of great merit and ready sale. Can assure $3,000 per year. Call between 9 and 3 o'clock. HENRY LEHMAN, Bates House.

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

### WANTED—MISCELLANEOUS.

WANTED—FIRST-CLASS HACKBERRY LOGS. TUCKER & DORSEY, State avenue, Indianapolis, Ind.

### CLAIRVOYANTS.

A CLAIRVOYANT'S $5,000 CHALLENGE—ALL call on Mme. Maree, the great and noted clairvoyant and astrologist, the most powerful mystic sight in clairvoyance of the nineteenth century; born with a three-fold veil, genuine seventh daughter of the seventh daughter. Five thousand dollars challenge to any one who can equal her in consultation on friends or enemies; on business matters, marriages, and losses of every description. Reveals mysteries, designates hidden coin or minerals, locates lingering diseases. Mme. Maree is the greatest living natural clairvoyant on earth. She reads your secret and open life, from the cradle to the grave, with as much ease as though in ordinary conversation. Her crowded patronage throughout the United States and in Chicago substantiates the famous merit of her great second sight in clairvoyance, testified to by tens of thousands in America. Mme. Maree in Chicago Sept. 29, 1888, received and won the accepted challenge test medal, the majority rules in agreement verifying the truth of her mystic power to read your life, which is the standard acknowledgement of her challenge. All call on the great clairvoyant. She will tell you of your past, you will hear your inner present, and know your destined future; asks no questions; uses no cards of any description in her profession; perfected the Hindoo charm or ancient talisman for good luck, breaking evil influence; witchcraft; vanishing spirits of haunted houses, influencing your cause in marriage and with those who forsake you to return. The responsibility of her advertisement is built on the long-established facts verified by scores in her country, the United States, where she is well known and acknowledged the greatest natural living mystic sight of clairvoyance in the world, revealing mysteries barred off with conditions of obstacles to other professionalists of fortune telling. Convince yourself of the wonderful power that merits your patronage by calling at once, without hesitation, and receive good advice on all difficulties. Mme. Maree wishes it perfectly understood that she is the only genuine natural clairvoyant in America with the unfathomable gift of power discerning objects not present; describing your friends and enemies precisely with natural ease, and warns the public to be careful of all them that imitate her name and advertisement. Ladies in trouble call. Office hours from 8 A. M. to 8 P. M. Consultation sent by mail. 124 North Delaware street, above Ohio street.

### FOR SALE—MISCELLANEOUS.

FOR SALE—A FIRST-CLASS GROCERY AND meat-market combined; doing a cash business of $100 per day; an up-town location and very cheap rent; invoice about $1,200. Selling on account of other business to attend to. Address A 3, Journal office.

## CHURCH SERVICES.

### Baptist.

FIRST BAPTIST CHURCH—NORTHEAST CORner Pennsylvania and New York streets. Rev. Reuben Jeffery, D. D., pastor. Morning service, 10:30; evening service, 7:30. Morning subject, "The Mystery of Godliness;" evening subject, "Miracles." The sermon on "Robert Elsmere" is postponed till the following Sunday evening. Sunday-school at 2:15 p. m. S. C. E. prayer-meeting at 6:30 p. m.

### Christian.

CENTRAL CHRISTIAN CHURCH—CORNER OF Delaware and Ohio streets. Preaching to-morrow at the usual hours by D. R. Lucas, pastor. Subject, 10:30 a. m., "A Door-keeper in the House of the Lord;" 7:30 p. m., "If the Bible Is False, What Then?" Sunday-school at 2:30 p. m. Young People's meeting Monday evening at 7:30. Prayer-meeting Thursday evening at 7:30. All are invited to these services.

### Congregational.

MAYFLOWER CONGREGATIONAL CHURCH—St. Clair street, near East. Public services on Sunday at 10:30 a. m. and 7:30 p. m. Rev. M. Angelo Dougherty, of Terre Haute, will occupy the pulpit. Sunday-school at 2 p. m. Society of Christian Endeavor at 6:45 p. m. Strangers cordially invited.

PLYMOUTH CHURCH—CORNER MERIDIAN and New York streets. Oscar C. McCulloch, minister. Services Sunday morning at 10:45; evening at 7:30. Morning subject, "Let Me Never Be Put to Confusion;" evening, "The Unwritten of Life." Friday evening, the annual fair and festival. Institute classes in arithmetic, books, reading, grammar, short-hand, "George Eliot." Monday evenings, "Marble Faun." Tuesday afternoon at 4:30, mechanical drawing; Tuesday evening, travel class, subject, "The Capitol Hill." Book-keeping Thursday evening. Wednesday, Dec. 19, the second lecture by Lieut. Schwatka, "The Search for Sir John Franklin."

### Methodist Episcopal.

CENTRAL-AVENUE METHODIST EPISCOPAL Church, corner of Central avenue and Butler street. Rev. J. H. Ford, D. D., pastor. Preaching at 10:30 a. m. and 7:30 p. m. by the pastor. Class-meeting at 9:30 a. m. Sunday-school at 2:15 p. m.; W. D. Cooper, superintendent. Young people's meeting at 6:30 p. m. Strangers cordially welcomed.

MERIDIAN-STREET M. E. CHURCH, CORNER Meridian and New York streets. Rev. H. A. Cleveland, D. D., pastor. Preaching, 10:30 a. m. by the pastor. At 7:30 p. m. Francis Murphy will speak. Sunday-school, 2:15 p. m. Society of Christian Endeavor at 3:30 p. m. Christmas entertainment Wednesday evening, Dec. 26.

ROBERTS PARK M. E. CHURCH—CORNER Delaware and Vermont streets. Rev. S. A. Keen, D. D., pastor. 9 a. m., class-meeting; 10:30 a. m., theme, "Pretentious Religion;" 2:15 p. m., Sabbath-school, J. A. Wilkins, superintendent; 6:30 p. m., class-meetings; 7:30 p. m., preaching and evangelistic services. Everybody welcome.

### New Church.

NEW CHURCH CHAPEL, 333 NORTH ALAbama street. Rev. E. D. Daniels will preach Sunday morning at 10:30 on "Cutting Off the Hand and Plucking Out the Eye," and at 7:30 p. m. on "What Is the New Church?"

### Presbyterian.

FIRST PRESBYTERIAN CHURCH—SOUTHwest corner Pennsylvania and New York streets. The pastor, Rev. M. L. Haines, D. D., will preach to-morrow at 10:45 a. m. and 7:30 p. m. Sunday-school at 9:30 a. m. Young People's Society at 6:45 p. m. Weekly prayer-meeting Thursday evening at 7:30.

SECOND PRESBYTERIAN CHURCH—CORNER Pennsylvania and Vermont streets. Rev. James McLeod, D. D., pastor. Divine service at 10:30 a. m. and 7:30 p. m. The Rev. Dr. Whallon will preach. Sunday-school at 2:30 p. m. Young People's Society, 6:45 p. m. Prayer-meeting Thursday evening at 7:30.

TABERNACLE CHURCH—CORNER OF MERIDian and Second streets. Rev. J. A. Rondthaler, D. D., pastor. Communion service, with short sermon by pastor, at 10:30 a. m. Sunday-school, 2:15 p. m. Young People's Society of Christian Endeavor at 6:45 p. m. No evening service. Dr. Rondthaler will preach at 7:30 in the East Washington street Church. Consecration service this (Saturday) afternoon at 3:30 in chapel.

UNITED PRESBYTERIAN CHURCH—CORNER of Massachusetts avenue and East street. Rev. J. P. Cowan, pastor. Preaching at 10:30 a. m. by Rev. John A. Pollock. No evening service.

### 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.

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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.

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A CHANCE TO INVEST—One hundred thousand dollars in city of Indianapolis warrants, drawing 4½ per cent. interest per annum, will be offered at par until Dec. 20. The warrants run for one year from Jan. 1, 1889, the interest payable semi-annually. Will issue them in amounts from one hundred to five thousand dollars each. Persons desiring to take any of these bonds will apply to the city clerk at once and leave their order, as all not taken before above date will be withdrawn from this market

### AUCTION SALE.

AUCTION SALE OF GROCERIES TO THE trade. I will sell, on Monday, at 10 o'clock, at No. 589 South Meridian street, Babbitt's Every Day and other soaps, candies, starch, spices of all kinds, tobacco and cigars, canned goods, blacking, rice, sardines, pickles, candy-jars, three show-cases, toilet soaps, lamps and burners, beef-cutter, coffee-mill, oil tank, three barrels vinegar, three barrels syrup, scales, fruit-jars, thread-case, ice-boxes, eight fine coffee-cans, desk, delivery wagon, jugs and jars, and many other articles too numerous to mention. This is a clean, fresh stock of goods. A. L. HUNT, Auctioneer.

### LOST.

LOST—RED IRISH SETTER BITCH. HAD ON new red leather collar, without check. Five dollars reward will be paid for her return to 781 North Mississippi street.

### FOR RENT.

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

NO ENGINEER.
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Instantly Started.
SAFE, DURABLE.
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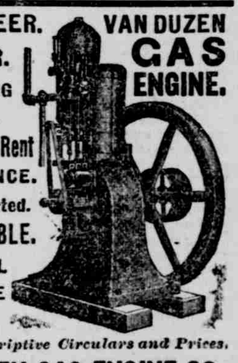

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