AFFAIRS OF THE RAILWAYS.

Freight Traffic at High Tide.

The train records show the car movement of the week ending Dec. 15 to have been the largest of any week in the present year; in fact, with some of the lines the heaviest business was done of any week in the history of the roads. The movement of empty cars continues to be proportionately light, however. The movement of loaded cars is not so well equalized as has been the case for several months past, the tonnage east-bound being largely in excess of that of west-bound. The largest shipments are made up of grain, cotton and live stock, in each class freight being in excess of that of the corresponding period last year. Shipments of lumber and provisions are hardly up to the usual tonnage. Of course, the heavy east-bound movement is on account of the advance in rates which takes effect to-day. Had the cars been at command, even a larger east-bound movement would have resulted. West-bound the tonnage falls below that of November but still compares favorably with that of the corresponding period last year. The movement of anthracite coal and coke this month has been lighter than last year, otherwise west-bound shipment are equal to those of December, 1887. Shipments of furniture to the Southwest and Pacific coast points this month have been larger than at any time in several months past. In household goods they are not as heavy as last year, which goes to show that immigration from Ohio, Pennsylvania, and States East has not been as large this year, and bears out the statements of the passenger men that the decrease in passenger earnings west-bound is due to this fact. North-and-south roads are doing a good business, although largely local in its character; in fact, with all lines their local business has been excellent through the entire fall, and now with the movement of the hog and corn crop it is still more active. About the city freight depots the greatest activity is noticeable—platform men almost nightly working beyond the regular hours. Shipments of stone, brick and lumber in here for building purposes continue large, which is unusual in the middle of December, but the mild weather has permitted the pushing of such work later than usual. The receipts of live stock last week were the largest of any week in this year, and the coming week a big business of this character is looked for. Then the car-works, the stave manufacturers, are all crowding their business to fill orders, and this requires a good deal of handling of timber in the rough, as well as material for the iron-work of cars. For these two industries over six car-loads of freight were handled last week. Below is given the number of cars received and forwarded at Indianapolis in the week ending Dec. 15, as compared with the number handled in the corresponding week 1887 and 1886:

Name of Road.	Loaded cars, 1888.	Loaded cars, 1887.	Loaded cars, 1886.
L., N. A & C. Air-line	354	256	184
L. D. & W.	412	271	577
I. & V.	634	698	592
C., H. & I.	716	649	656
L. E. & W. (Ind'polis div.)	476	488	526
O., I. & W. Eastern	661	719	918
O., I. & W. Peoria	633	677	882
C., I., St. L. & C. Lafayette	2,401	1,962	1,958
C., I., St. L. & C. Cincinnati	2,503	2,023	2,035
J., M. & I.	919	786	673
C., St. L. & P. Columbus	2,210	1,576	1,686
C., St. L. & P. Chicago	350	227	181
Vandalia	2,709	1,988	2,228
I. & St. L.	2,093	2,109	1,939
Bee-line	2,152	2,393	2,177
Total	19,223	16,822	17,212
Empty Cars	5,004	4,988	5,308
Total movement	24,227	21,810	22,519

Traffic Notes.

There were transferred over the Belt road last week 14,453 cars, against 13,541 corresponding week 1887; increase this year, 912 cars.

The Bee-line is gradually getting up to old-time figures in its east-bound movement, last week forwarding from here 1,330 loaded cars.

Freight traffic over the Cincinnati, Indianapolis, St. Louis & Chicago road over both divisions is at its highest point, several days last week exceeding 250 cars a day east bound.

Belt-road engines last week handled 1,272 car-loads of live stock, against 1,253 car-loads corresponding week, 1887. This is the first week in the present year in which an increase in cars of live stock handled at this point is shown.

Last week seems to have been the banner week in the history of the Indianapolis division of the Pennsylvania lines, the C., St. L. & P. forwarding 1,214 loaded cars and bringing in from the East 996 loaded cars, making a total of 2,210 loaded cars handled at this point last week.

The volume of business over the Vandalia line last week was the largest of any week in the history of the road, the heaviest tonnage being east bound, the road bringing into Indianapolis last week 1,838 loaded cars, and this with a light coal traffic. When the latter was at its best and the other classes of freight in-bound heavy, 1,604 was the largest number ever received in one week at Indianapolis from the West.

Personal, Local and State Notes.

President Ingalls, of the C., I., St. L. & C., who has been East for a couple of weeks, returns to-day.

The Pennsylvania Company has set aside $1,200,000 to be used in the purchase of freight equipments in the way of box, stock and gondola cars.

The Lehigh Valley road now has twelve trains equipped with telegraph instruments for transmitting messages to points along the line while the trains are in motion.

John W. Ward, who for some years was a train-dispatcher on the Lake Erie & Western road, has been appointed chief train-dispatcher of the Texas Pacific road, with headquarters at Fort Worth.

J. T. Harmer, assistant general auditor of the Atchison, Topeka & Santa Fe road, has resigned, to take the position of auditor of the Elgin, Joliet & Eastern Railway Company. He comes West at once.

The position which Mr. Harahan takes on the Lake Shore road, while bearing the title of assistant general manager, is practically that of vice president, so close are his relations with the president.

An important change takes effect to-day on the Lake Erie & Western road. Lafayette, instead of Muncie, is made the division point for freight-train crews. Heretofore there have been three divisions.

It is expected that with the advance in rates, which takes effect to-day, freight traffic will temporarily fall off, but as the corn and hog crops are beginning to move briskly, it will not be much felt by Indiana roads.

The contract which the Union Pacific has just placed with the Chicago steel rail-mill calls for 17,000, for which $27.50 per ton is paid, being the lowest price at which rails have ever been produced in a mill in this country.

The Central Iowa, which escaped from the hands of a receiver last Thursday, has been built seventeen years, and eight of that it has been in the hands of a receiver, the last receivership lasting two years and ten days.

The Wabash Western has taken a turn for the better, the first week in December earning $120,402, an increase over earnings corresponding week 1887 of $4,442. This is the first week in many months in which the road has shown an increase.

R. B. Wigton & Co., large shippers of bituminous coal, are to sue the Pennsylvania Railroad Company for damage in alleged discrimination in freight rates. The complaint will cover a service of a number of years and claim will be made for $500,000.

Receiver McNulta, of the Wabash, is shaping matters to turn the road over to a reorganized company in the not distant future. Last week, in company with Superintendent Wade, he has been making a careful inspection of the property, listing every article of value.

The freight traffic of the Vandalia on all divisions the last week has been heavy beyond parallel. Saturday forenoon at one time there were seventy-eight trains on the western division of the road, or a train every 2.13 miles of track, the distance from Terre Haute to St. Louis being 169 miles.

The Lake Shore people have expended a large sum of money on what is known as their Airline division, and it is now in condition to compare very favorably with the best portions of the Lake Shore proper. In the way of cutting down grades and lengthening side-tracks the most work has been done.

One railroad man argues that passenger-rate wars are a good thing for a railroad. He says that it makes people travel, invites settlers, and usually promotes freight traffic for the following year, but meanwhile the stockholders are obliged to go without their dividends and perhaps lose control of the road altogether.

Possibly the criticisms on the general management of the Chicago & Alton that they do not at once come into the movement to advance rates are too severe. It should be borne in mind that the C. & A. is the only road of any importance that has not extended itself into Southwestern territory, while the Atchison, Topeka & Santa Fe has practically parelleled its line, and unless the C. & A. carries the whip hand it is likely to get a poor show for business beyond Kansas City. The roads can afford to treat the C. & A. with a good deal of respect in the matter.

O. R. Whitney, formerly with the Lake Shore road, has been appointed superintendent of motive power of the Alabama Midland road, with headquarters at Montgomery, Ala. The Southern roads are taking a good deal of Northern railroad talent on to their lines, and usually the men they select are first-class, as in this case.

The steel rails which the L., N. A. & C. has been receiving of late from the Joliet mills are said by experts to be the most perfect rails which have been turned out by any mill in this country. They weigh sixty-four pounds to the yard, and are nearly as smooth as they would be if run through a planer. The company will purchase the coming year eight or ten thousand tons of these rails.

J. E. Hannegan, secretary, issues a circular stating that, "On account of the meeting of the Western lines in Chicago, on Dec. 18, and at the request of several members of the association, the date of the annual meeting of the Western Association of General Passenger and Ticket Agents has been changed, and it will now be understood that the meeting will be held at the Southern Hotel, St. Louis, Mo., on Thursday, Dec. 27, at 11 o'clock A. M."

Investigation shows that large blocks of tickets reading over Western roads have been placed in numerous Eastern ticket-scalper offices, and it is to be a great undertaking to restore and maintain rates so long as these tickets are scattered broadcast. Whenever the market is cleared of these tickets, it will be a grand thing for the Indianapolis roads, as these blocks, almost without exception, carry a passenger via Chicago, no matter whether he be going to the Northwest, the Pacific coast or the Southwest. Unless the interstate commission pronounces all issues of this class of tickets which are handled by the brokers illegal and not good to travel on, it is feared that it will be many months before they are cleared off the market.

What Will They Do?

To the Editor of the Indianapolis Journal:

I suppose it is conceded by everybody hereabouts that the influence of the Prohibition party during the late campaign, so far, at least, as Indiana was concerned, was given to the Democrats, and that they contributed in no small measure to the success of that party in electing the Legislature. It will be remembered that Mrs. Gougar, in her City Hall speech just previous to the election, took solid ground in favor of the Democratic ticket from top to bottom, as against the Republicans, and it is understood that she voiced the sentiment of her party throughout the State on that question. Now that the election is over, and the Democrats have both branches of the Legislature, I am anxious to see what will be accomplished as the result of the combination. Of course our Prohibition friends will demand some radical legislation if they are genuine temperance reformers; and they have a right to demand it, because were they not the friendly allies of the Democrats? They professed to believe, and no doubt did believe—(everybody knows that they were honest and sincere)—that the Democrats were more to be relied upon than the Republicans. What will they do? Will they require the Democratic members, whom they helped to elect, to toe the mark on the temperance question? And after they have been snubbed, as they probably will be, will they, in the next campaign, render the same service to the Democratic party that they did in the one just closed? Probably. I am just aching to see what "efforts" they will make to procure temperance legislation in Indiana from the body they helped elect, and to see the effect of said "efforts." But do they really expect any temperance legislation? Did they ever expect any from the Democrats? Will they be disappointed when the Legislature adjourns without considering the question at all? How do they like the language of Governor Hill, who will probably be the next Democratic candidate for President, who recently denounced them in a public speech as "hypocritical temperance fanatics?" And, by the way, the situation in New Jersey just now interests me very much. General Fisk, who led the late Prohibition campaign, lives in New Jersey and accomplished what he started out to do—he gave the State to the Democrats! I am keeping my ear close to the ground, waiting to catch the first news of the result of that "combine." Of course General Fisk is for practical temperance and will expect (?) some practical temperance legislation from his Democratic friends as a reward for his success in carrying his State for Cleveland and a Democratic Legislature. But as to Indiana! Our Legislature will soon be in session and I want our Prohibition friends to let us see where they stand, and just what they "expect" in the way of practical temperance legislation in Indiana.

GEO. W. STUBBS.

INDIANAPOLIS, Dec. 15.

DAILY WEATHER BULLETIN.

Indications.

WASHINGTON, Dec. 16.—For Ohio, Indiana, Illinois and Lower Michigan—Rain, followed in Illinois by fair; colder weather; winds becoming northwesterly.

For Upper Michigan and Wisconsin—Rain or snow, followed in Western portions by fair; slightly colder; northwesterly winds.

Local Weather Report.

INDIANAPOLIS, Dec. 16.

Time.	Bar.	Ther.	R. H.	Wind.	Weather	Prec
7 A. M.	29.69	45	94	S'east	Lt. rain.	.56
2 P. M.	29.60	52	88	South	T'r'at'ng	.....
7 P. M.	29.64	50	97	South	Lt. rain.	.06

Maximum thermometer, 52; minimum thermometer, 41.

Following is a comparative statement of the condition of temperature and precipitation on Dec. 16, 1888:

	Tem.	Precip.
Normal	31	0.11
Mean	48	0.62
Departure from normal	*17	*0.51
Total excess or deficiency since Dec. 1	*17	—0.64
Total excess or deficiency since Jan. 1	—884	—3.03

*Plus.

General Observations.

INDIANAPOLIS, Dec. 16—7 P. M.

Station.	Barometer.	Thermometer. Exp.	Min.	Max	Precipitat'n	Weath'r
New York city	30.02	48	.....	50	.....	Fair.
Buffalo, N. Y.	29.68	46	.....	48	.40	Rain.
Philadelphia, Pa.	30.02	48	.....	52	.....	Cloudy
Pittsburg, Pa.	29.72	54	.....	54	.58	Cloudy
Washington, D.C.	29.98	42	.....	50	.....	Cloudy
Charleston, S. C.	29.92	64	.....	68	.01	Cloudy
Atlanta, Ga.	29.84	54	.....	56	.52	Cloudy
Jacksonville, Fla.	29.92	68	.....	72	T	Rain.
Pensacola, Fla.	29.84	62	.....	66	.08	Cloudy
Montgomery, Ala	29.82	58	.....	60	.48	Rain.
Vicksburg, Miss.	29.82	56	.....	66	.....	Cloudy
New Orleans, La.	29.80	56	.....	60	.86	Rain.
Little Rock, Ark.	29.90	42	.....	52	.....	Cloudy
Galveston, Tex.	29.96	60	.....	66	.....	Clear.
San Antonio, Tex	30.10	58	.....	68	.....	Clear.
Memphis, Tenn.	29.78	48	.....	56	.02	Cloudy
Nashville, Tenn.	29.70	54	.....	60	.06	Rain.
Louisville, Ky.	29.68	52	.....	56	.06	Fair.
Indianapolis, Ind.	29.64	50	40	52	.06	Rain.
Cincinnati, O.	29.68	52	.....	54	.14	Fair.
Cleveland, O.	29.66	50	.....	50	.12	Cloudy
Toledo, O.	29.60	48	.....	48	.02	Rain.
Marquette, Mich.	29.82	26	.....	36	.60	Snow.
S. Ste. Marie, Mich	29.70	20	.....	32	.22	Snow.
Chicago, Ill.	29.64	38	38	46	.06	Cloudy
Cairo, Ill.	29.72	48	44	58	.08	Rain.
Springfield, Ill.	29.74	38	38	50	T	Cloudy
Milwaukee, Wis.	29.62	34	.....	42	.06	Cloudy
Duluth, Minn.	30.00	28	.....	30	.02	Cloudy
St. Paul, Minn.	29.98	28	.....	32	.02	Cloudy
Morehead, Minn.	30.10	14	.....	18	T	Cloudy
St. Vincent, Minn	30.16	8	.....	10	T	Cloudy
Davenport, Ia.	29.72	38	38	44	.04	Rain.
Dubuque, Ia.	29.74	38	36	40	.....	Cloudy
Des Moines, Ia.	29.90	30	30	32	.01	Cloudy
St. Louis, Mo.	29.76	40	40	54	.04	Rain.
Kansas City, Mo.	30.00	32	32	36	T	Cloudy
Fort Sill, Ind. T.	30.00	48	38	58	.....	Clear.
Dodge City, Kan.	30.04	42	30	52	.....	Clear.
Omaha, Neb.	30.04	26	26	28	.....	Cloudy
North Platte, Neb	30.00	36	24	48	.....	Clear.
Valentine, Neb.	30.06	30	20	54	.....	Clear.
Yankton, D. T.	30.08	22	22	.....	.01	Cloudy
Ft. Sully, D. T.	30.06	24	.....	24	.....	Cloudy
Bismarck, D. T.	30.10	18	.....	20	.01	Cloudy
Ft. Buford, D. T.	30.00	28	.....	28	T	Fair.
P. Arthur's Ld'g	30.04	10	.....	30	.....	Clear.
Qu'Appelle, N.W.	30.10	18	.....	20	.....	Cloudy
Ft. Assiniboine, M.T	29.96	34	.....	38	.....	Cloudy
Helena, M. T.	30.00	30	.....	34	T	Cloudy
Boise City, I. T.	30.10	46	38	52	.10	Rain.
Cheyenne, W. T.	30.02	36	24	40	.....	Cloudy
Ft. M'Kin'ny, W.T.	29.94	32	22	40	.....	Fair.
Ft. Wahaskie, Wy	30.00	26	14	40	.....	Clear.
Denver, Col.	29.94	46	34	50	.....	Clear.
Pueblo, Col.	30.08	40	26	54	.....	Clear.
Santa Fe, N. M.	30.20	34	22	38	.....	Cloudy
Salt Lake City	30.14	46	32	48	.....	Cloudy

T—Trace of precipitation. Note—One inch of melted snow equals ten inches of snow.

There Must Be No Mother-in-Law.

Toledo Commercial.

If Ben Butterworth succeeds in bringing about the marriage of the United States with Queen Victoria's daughter, Canada, we ought to have it understood at the start that there is to be no mother-in-law rule in the household of the young couple.

Important Fact Overlooked.

St. Louis Globe-Democrat.

The Democrats who are crying out that "the election was won by bribery in the doubtful States" overlook one somewhat important fact. The party which did the bribing was defeated.

Now is the Time to Subscribe!

Harper's Magazine for 1889.

THE December Number begins the seventy-eighth volume of HARPER'S MAGAZINE. The publishers' enterprise, in co-operation with the work of the foremost writers and artists, have made it the leading illustrated monthly magazine. The new volume will contain:

Serial Stories.—Serial stories by CONSTANCE F. WOOLSON and CHARLES DUDLEY WARNER.

Shakespeare's Comedies Illustrated by E. A. Abbey.—The great art feature of the year. The text to be furnished by ANDREW LANG.

The Western States, Canada, the West Indies.—Articles on "Individual Western States," papers on Canada by C. D. WARNER, and West Indian Sketches by LAFCADIO HEARN.

Norwegian Studies and Russian Papers.—Three Norwegian studies by BJÖRNSTJERNE BJÖRNSON (illustrated), and articles on social and Court life in Russia by the Vicomte DE VOGÜÉ, Member of the French Academy; the Russian Army by a RUSSIAN GENERAL; the Nijni-Novgorod Fair, Moscow, Russian Art, etc.

General Wallace's Play.—"Commodus," a play, by Gen. LEW. WALLACE, the author of "Ben-Hur," illustrated.

Eastern Articles.—Among other Eastern papers will be articles from eminent artists, illustrated from their own drawings: "Tangiers and Morocco," by BENJAMIN CONSTANT; "Street Scenes in India," by EDWIN LORD WEEKS; and "A Fig Harvest in Smyrna," by TRISTRAM ELLIS.

John Ruskin.—Important papers by ANNE THACKERAY RITCHIE (illustrated) and by Dr. CHARLES WALDSTEIN.

Abbotsford by Sir Walter Scott.—A description never before published, with picturesque illustrations.

Editorial Departments by GEORGE WILLIAM CURTIS, by W. D. HOWELLS, and by CHARLES DUDLEY WARNER.

Specimen copy sent on receipt of 25 cents. Subscription, $4.00 per Year, post-paid.

Harper's Weekly for 1889.

ON the 5th of January, 1889, HARPER'S WEEKLY will enter on its thirty-third year. "A Journal of Civilization," it presents a carefully studied record, in pictorial and literary form, of the notable events and movements of our time.

Distinctively American Literature.—HARPER'S WEEKLY for 1889 will have contributions from representative American authors in fiction, poetry, science, and miscellaneous writing.

Stories by King, Howells, and Harte.—Up to March the serial story will be a tale of the war, by Capt. CHARLES KING, U.S.A. In March, Mr. W. D. HOWELLS will begin a serial story, in which the leading characters of "Their Wedding Journey" will be brought to New York, and their experience set forth in a way calculated to make this one of the most deeply interesting of its author's works. A story by Mr. BRET HARTE will be published in June. Brilliant short stories will be a feature of the volume.

Independent in Politics.—In politics the influence of HARPER'S WEEKLY will be, as heretofore, directed to the end of securing a high standard of public duty and an able and pure administration of public affairs.

Pictorial Features.—HARPER'S WEEKLY stands supreme as the illustrated journal of the American continent. Among the leading artists who will illustrate the new volume may be mentioned W. A. ROGERS, T. DE THULSTRUP, C. S. REINHART, W. T. SMEDLEY, A. B. FROST, GILBERT GAUL, J. PENNELL, F. REMINGTON, R. F. ZOGBAUM, H. F. FARNY, CHARLES GRAHAM, H. FENN, J. O. DAVIDSON, W. P. SNYDER, etc.

Important Supplements.—The remarkable series of Western Supplements published last year will be continued from time to time, and to other topics of scientific, artistic, or social interest will be given special supplements.

A Family Journal.—HARPER'S WEEKLY will continue to be edited with the same regard which has been paid in the past to qualities that make it a welcome visitor to every home.

Specimen copy sent on receipt of 5 cents. Subscription, $4.00 per Year, post-paid.

Harper's Bazar for 1889.

THE twenty-second volume of HARPER'S BAZAR begins with the Number published December 21st. As a weekly paper it unites the choicest literature and the finest art pictures with the latest intelligence regarding the fashions, useful household information, and all the arts that render home attractive. No woman can afford to be without it.

Fashions.—Its illustrations of the latest styles, with pattern supplements, and descriptions of materials may save many times the cost of subscription by helping ladies to be their own dress-makers, while to dress-makers and milliners it is indispensable.

Household Papers.—The new volume will contain a series of illustrated papers on "Decorative Art in the Household," by Mrs. CANDACE WHEELER, and articles entitled "Cradle and Nursery," by Mrs. CHRISTINE TERHUNE HERRICK, with practical papers on social etiquette, weddings, entertainments, the management of servants, and all matters pertaining to the household.

New Stories.—The new volume will open with a charming novelette by Mrs. FRANCES HODGSON BURNETT, with illustrations by Mr. CHARLES S. REINHART, together with a serial story by Mrs. ALEXANDER, to be followed by serial stories by WILLIAM BLACK and THOMAS HARDY. Short stories by the brightest and most popular authors will be published weekly.

Art Decoration.—Exquisite designs and admirable papers are to be published from the New York Decorative Art Society, the South Kensington Royal School of Art Needle-work, the Associated Artists, and others.

Sensible Editorials.—Its editorial pages, to which Col. T. W. HIGGINSON is a weekly contributor, are filled with vigorous and sensible articles.

Art Illustrations.—The illustrations of HARPER'S BAZAR are by the best artists, and the humorous cuts and anecdotes on the last page have won for this department the name of the American *Punch*.

Specimen copy sent on receipt of 5 cents. Subscription, $4.00 per Year, post-paid.

Harper's Young People for 1889.

THE tenth volume of HARPER'S YOUNG PEOPLE began with the Number published November 6, 1888. HARPER'S YOUNG PEOPLE, published weekly, aims to *interest* its readers by appealing alike to their intelligence and their imagination. Fiction, poetry, history, biography, travel, etc., make up its contents; while the text is embellished by numerous illustrations of the highest grade.

Serial Stories for 1889.—The tenth volume will contain serial stories, by SOPHIE SWETT, illustrated by ROSINA EMMETT SHERWOOD; by WILLIAM O. STODDARD, illustrated by W. A. ROGERS; by R. K. MUNKITTRICK; by KIRK MUNROE, illustrated by W. T. SMEDLEY; by GEO. B. PERRY; and a series of illustrated "Fairy Tales," by HOWARD PYLE.

Short Stories.—Among the contributors of short stories will be J. T. TROWBRIDGE, BARNET PHILLIPS, F. ANSTEY, BRANDER MATTHEWS, T. NELSON PAGE, J. R. COXYELL, SOPHIE SWETT, and others.

Some Important Articles.—During the year there will be published "Home Studies in Natural History," by FELIX L. OSWALD, M.D.; "Little Experiments," by S. B. HERRICK; "George Washington's School-Days," by WM. F. CARNE; "Glimpses of Child-life from Dickens," by M. E. SANGSTER; "Child-life in the Old Masters," by THEODORE CHILD, with engravings from celebrated paintings; "Alexander Stephens and Rio," by R. M. JOHNSTON; "Papers on Pony-keeping," by F. E. FEYATT; "Talks to Boys," by J. S. WHITE, LL.D., "How Can I Get the Best of the Doctor," by W. L. SAVAGE, M.D., "Base-ball," by A. ALONZO STAGG; "Lawn-tennis," by VALENTINE G. HALL; "Lacrosse," by H. H. BALCH; "Fly-Fishing," by H. P. WELLS, etc.

Parents and Teachers.—Supplements of special interest to parents and teachers will continue to be a feature of the paper.

Specimen copy sent on receipt of 2 cents. Subscription, $2.00 per Year, post-paid.

Published by HARPER & BROTHERS, N. Y.

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THE CRANKS AND THE SOLDIERS.

The Effort to Excite Animosity Between Soldiers and Men Who Risked Their Money.

Cincinnati Commercial Gazette.

There appeared in yesterday's paper, on the last column of the eighth page, under the head of "A Soldier's View of the Situation," an article that was about as strange a mixture as we have ever published. It was full of all manner of crankiness, and we should never have regarded it as worthy of publication or of notice, except that it associates all the financial crookedness and craziness that has been in the heads of the ill-informed and the morbid during the last twenty-five years, with the claims of the soldiers. There was a sense of obligation behind the publication of this remarkable letter, to make known to the public that such follies as it illustrated were possible, and to say by way of admonition to those who have the cause of the soldier at heart and do not propose to count the cash very closely in doing him ample and complete justice, they must have a care, and disassociate the cause of the veterans from the freaks of the cranks regarding money. Nothing more unwarrantable has been written than that which has been apparently promulgated by concert recently to excite the jealousy and the animosity of the men who carried the guns and put down the rebellion by force of arms, toward those who placed their fortunes at the disposition of the authorities, and furnished, through their confidence in the government, the material aid—"the sinews of war"—to feed and clothe the armies and maintain them in the field that their valor might save the country. It is invidious, and an exposition of venom and misinformation, to be exploiting the figures of interest paid on the bonds of the United States, and contrasting them with the wages of the soldiers and the pensions that are drawn. We should think the whole people of the United States, by this time, ought to know it was a triumphant business for them to preserve and elevate the credit of the government. There was only one way in which it was practicable to do that, and it was to abide strictly by the contract that was made with the men who loaned their money to the government in the days of trial and doubt, and received in return those obligations that are known as bonds. It is a simple thing that all men should know, that the bonds of the United States represent the money that was loaned to the United States for the preservation of the government in the assertion by arms that it had the right to preserve itself. The making of the greenback the equal of gold, so that the payment of the national debt in gold or in greenbacks became a matter of indifference, and the greenback generally preferred to the gold; the restoration of specie payments; the refunding, at lower rates of interest, of the bonds, as the credit of the government arose, so as to vastly reduced the pecuniary burdens thrown upon the people by the enormous cost of the war—these things all go together, and are a part of the grandeur, and the glory, and the power of the government that the soldiers saved—for war was essential to its valuation. They all had a share in it. They have all been interested in the advancement of the credit of this Nation until it stands even above that of England. That credit, if we should find ourselves at war with any of the great powers of the earth, would be worth more than an iron-clad fleet or a regular army. We could borrow thousands of millions of dollars at one-third the rate we had to pay for the first loans to put down the Southern rebellion. Warfare now-a-days is largely a matter of money. The armed empires of Europe are crippled in finance because they have been long under the tremendous tension of the maintenance of immense armaments. We get along without a great army or a great navy, and lift up our credit, but we could borrow more money this week than any other nation in the world, and at lower rates, and raise up and equip such armies and navies as would overwhelm any antagonist. In peace this means for the people cheap capital, money at moderate interest, money for investment without paying for it extravagantly for the opening up of new enterprises and the development of new States, founding and sustaining great and diversified industries, and promoting the general prosperity of the whole people. It is amazing that these splendid results should be belittled and treated with petty and voluble phrases of hostility, because those who had the sagacity to trust the government in her hour of danger, or who have since by preference put their money in her hands at lower terms of interest than were originally obtained, have had their reward for doing so. Why should their courage in handing their money to the government be a reproach? May it ever be that those who trusted the government with their money or their lives shall find rich recompense in material gains, or in the glories that are better than riches, for the confidence that they placed in the honor of the country and its capacity to care for itself.

Marlborough in a Ludicrous Light.

Pall Mall Gazette.

The letter of the rector of Woodstock in the Times places the Duke of Marlborough's conduct in a still more ludicrous light. It seems that his Grace never subscribed so much as £100 a year to the parochial schools. His annual contribution is only £10, and this he has stopped. The schools, however, survive the withdrawal of the ducal bounty. The rector tells us that the Duke "has forbidden myself and my curates to give any religious instruction in the schools of Bladon, which is part of my parish. He has also, through his agent, withdrawn the privilege of driving through Blenheim Park from myself and my family." How instructive a light this sheds on the relations between church and state in our rural districts. It would be interesting to know if the Duke of Marlborough has forbidden all religious instruction or only religious instruction by this particular parson and his curates. As a logical, thoroughgoing man the Duke may have boycotted the ten commandments and forbidden the reading of the sermon on the mount.

A FORLORNLY THRIVING REGION.

The Land Where the Hoosier Schoolmaster Taught and the Circuit-Rider Rode.

Columbus (Ind.) Letter in New York Sun.

The land of "The Hoosier Schoolmaster," and "The Circuit-rider," lies about this city, and in spite of the progress of the last fifteen or twenty years, Dr. Eggleston would have no difficulty in recognizing it should he return now to the region where he used to be a circuit-rider himself, and to this city, where he was formerly stationed. There have been a good many modern improvements added to the region since Eggleston's time, and there are more people in it, but the same old spirit of Hoosier unthrift and slouchiness dominates the region yet. The villages have grown to cities in population, but they are villages yet in spirit, and even to the eye. Columbus has electric lights, and gas and water systems, but its streets are unpaved, its sidewalks mere dirt paths, and its generol appearance one of dilapidation and decay. It is known as one of the most prosperous and promising cities of the State, and its population of 8,000 or 10,000 is increasing rapidly, but the stranger seeing it for the first time would think it was dead. Its railroad stations are sheds; its stores and other large buildings seem almost deserted; its hotels would shame a cross-roads village in the East; its residences are nineteen-twentieths of them shabby frame structures, without any pretense of neatness or even of comfort. Its churches seem never to have known paint or repairs since Eggleston's time; its school-houses are big brick barracks, with the barest and most unsightly surroundings. The only building in the place, barring the new house of one of the doctors—doctors are about the only really prosperous-looking people in this part of Indiana—is the court-house and jail, which occupies one square, but about it stand all day scores of dilapidated farm-wagons, with decrepit horses and mules tied to the trees to feed. The only use of the fine court-house seems to be to afford a hitching-post and stable for the teams of the farmers.

There is not in the whole place a single symptom of public spirit or local pride. The whole aspect of the place is forlorn and dismal. The people fit the place. They lounge about the streets like horrible examples of the effects of over-indulgence in malaria, set up to warn people away from the town. The men are lank, awkward and slouchy; the women are sallow, wretched, and slouchy, too. These are the people to be seen on the streets. Of course, there are better looking examples of the human element of the town, if one looks for them at their homes, but to a stranger passing through, the appearance of the humanity of the place is as dismal and decayed as that of the streets and buildings.

Columbus is a fair sample of all the towns in this part of the State. The work of the Hoosier schoolmasters and the circuit-riders of years ago has borne no fruit that is apparent in the descendants of the generation that they taught. The villages of their time were pleasanter places to the eye than the cities of to-day, and if anything can be told by outward appearances the general tone, moral, mental and physical, of the people has degenerated since their times. The region is certainly prosperous and growing and the cities and towns are thriving, but the bigger they get the more forlorn and hopeless they seem. It needs another generation of school-masters and circuit-riders to bring some semblance of public spirit into the people, and another Eggleston to properly picture in print the present state of prosperous decay into which the land which he immortalized has fallen.

A Chance for the Poor Man.

New York Evening Post.

The question is often raised whether a poor man can any longer make his way in this country, and men of the Henry George school are wont to champion the negative with much earnestness. Most of the talk is theoretical. Here is a practical fact contributed by the American Grocer: Ten years ago a Servian landed at Castle Garden with $1.50 in his pocket. The first job he could get was in the hot atmosphere of a sugar refinery, which his fleshiness soon compelled him to abandon, and he went to work for $2 a week and his board in New Jersey. After six weeks as a man of all work, he started to learn the hat-making trade, and soon became expert as a finisher. He invested $2 in a book on hat-making, and spent his spare time studying the details of manufacturing. He soon became proficient as a workman, and upon the discharge of the foreman was placed in charge of the shop. He gave a position to his wife, and the two, living upon $5 per week, saved the balance of their united salaries, and thus acquired sufficient capital to start a small grocery in a small manufacturing city in New Jersey where there were many Germans. He had at the start $800, and after seven years' labor is now the owner of considerable real estate and a well-stocked store, doing a business of about $15,000 per annum.

TUTEWILER,

UNDERTAKER

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

DIED.

AYRES—Levi Ayres, in his eighty-first year. Funeral from his late residence, east of city, on Michigan road, on Tuesday, at 1 o'clock p. m.

MILNER—At 8 a. m., Dec. 15, 1888, Davis Milner, aged forty-seven years. Funeral from family residence, 169 Dougherty street, Tuesday, Dec. 18, at 1:30 p. m.

WANTED—SITUATIONS.

WANTED—SITUATION ON FARM BY A MIDdle-aged married man. Understands all kinds of farm work. Address F. M., this office.

WANTED—SITUATION IN-DOORS BY A SINgle man who is sober and a good worker. Can give references. Address E. T., this office.

FOR RENT.

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

TO RENT—NEW STORE-ROOM, 22X100 FEET, in the town of Dana, Vermillion county, Indiana. Address, C. E. BOYLES, Dana, Ind.

FOR SALE—MISCELLANEOUS.

BICYCLES FOR THE HOLIDAYS, AT H. T. HEARSEY'S, 147 N. Delaware st.

FOR SALE—REAL ESTATE.

FOR SALE—ELEGANT FIVE-ROOM COTTAGE and lot, 38x137 feet, Broadway, near Ninth st. Price, $1,750; small cash payment; balance monthly, like rent. For particulars see CHAS. BLYTHE, 34 N. Delaware st.

FOR EXCHANGE.

TO EXCHANGE—I HAVE 320 ACRES OF LAND in southern Dakota that I would like to exchange for merchandise. C. A. PEABODY, St. Joseph, Ill.

TO EXCHANGE—300-ACRE FARM, OR 28 acres of land and cash for small stock of boots and shoes, hardware or general store. Address Box 98, Irvington, Ind.

ANNOUNCEMENTS.

BE SURE AND ATTEND THE AUCTION SALE of Mother Pearl Pictures this evening at 7:15.

THERE WILL BE A SALE EVERY AFTERNOON and evening of Mother Pearl Pictures, 78 East Washington street.

LET EVERYBODY ATTEND THE BRYANT & Dierdorf sale of violins, guitars, banjos, mandolins—a fine line of holiday goods. 58 N. Pennsylvania street.

NEVER IN THE HISTORY OF INDIANAPOLIS were pictures sold so cheap as they are now being sold at the big auction sale of Mother Pearl Pictures, No. 78 East Washington street.

THE DEMOCRATS MUST GO—IF YOU WANT AN office under the incoming administration send $1 and receive plain instructions. How to proceed to obtain an appointment. Success nearly certain if instructions are followed. Address R. RICE, Drawer 663, Chicago, Ill.

P. J. M'GUIRE, GENERAL SECR