

AFFAIRS OF THE RAILWAYS.

The Powers of the Interstate Commission Can Be Applied to the Grand Trunk. WASHINGTON, April 18.—The Interstate-commerce Commission, to-day, through Commissioner Schoonmaker, rendered a decision in the matter of an investigation into the acts and doings of the Grand Trunk railway, of Canada, as follows:

First—The provisions of the act to regulate commerce apply to common carriers engaged in the transportation of passengers or property for a continuous carriage or shipment from a place in the United States to a place in an adjacent foreign country.

Second—Such common carriers are subject to the provisions of the act in respect to the printing of schedules of rates, fares and charges for the transportation of passengers and property, the posting and filing with the Interstate-commerce Commission of copies of such schedules, the notice of advances and reductions, and the maintenance of rates, fares and charges established, and published in force at the time.

Third—Such common carriers are also subject to the provisions of the act in respect to joint tariffs, rates, fares and charges for continuous lines or routes.

Fourth—The carriage of freights cannot be prevented from being considered and being treated as a greater or less commodity from the place of shipment to the place of destination by any means or devices intended to avoid any of the provisions of the act.

Fifth—Under the provisions of the act the Grand Trunk railway of Canada is required to print, post and file its schedule of rates and charges for the transportation of property from points in the United States to points in Canada, and cannot lawfully charge, demand, collect or receive from any person or persons a greater or less compensation therefor, or for any services in connection therewith, than is specified in such published schedule as may at the time be in force.

Sixth—Upon an investigation by the commission it appeared that the Grand Trunk Railway Company, of Canada, transports coal and coke under a special rate, and a total rate from Buffalo, Black Rock and Suspension Bridge, in the United States, to Hamilton, Dundas and several other points in Canada; that the published rate for such transportation from the points named to Hamilton and Dundas is \$1 a ton, but that it accepts a reduced charge, or allows a rebate to a relative in favor of certain consignees at Hamilton, Dundas and other points in Canada.

Seventh—The Interstate-commerce Commission has authority to investigate violations of the law, independently of a formal complaint or of direct damage to a complainant.

Personal, Local and State Notes. President Mackey and other officials of the Mackey lines are this week inspecting their several divisions.

R. M. Fraser, general freight agent of the Cincinnati, Washington & Baltimore road, spent yesterday in the city.

The Lima car-works has a strike on its hands, all the men in the erecting department having gone out for more pay.

The Standard Oil Company has decided to erect car-works at Lima, O., in which to do all the building and repairing of its tank-line cars.

A canvass just completed shows that there are employed on the systems of roads owned and controlled by the Pennsylvania Railroad Company, 89,350 persons.

Net earnings of the Illinois Central from traffic for the first quarter of this year show an increase of \$20,288 over that of the corresponding three months in 1888.

W. S. Weed, general freight agent of the Toledo, St. Louis & Kansas City road, was in the city yesterday for a conference with the Lake Erie road management.

Lucius Tuttle, general manager of the Canadian Pacific road, who has accepted the position of vice-chairman of the Trunk-line Association, will take charge May 10.

C. C. Wainwright, vice-president and general manager of the Erie & Ontario road, was yesterday from a three weeks' health-seeking tour in the West, and has been much benefited by the trip.

Texas legislation has proved fatal to the International Association, and it has been dissolved. An effort will be made by the roads to maintain rates without the aid of the association.

J. D. Laying, president of the C., C. & L., has issued a circular controverting the arguments advanced by Judge Burke as to the illegality of the consolidation of the Bee-line and the Big Four.

The Big Four road yesterday afternoon brought in from St. Paul seventy Sweden, who go to Seymour to work on the Evansville & Richmond road. They were in charge of an American agent.

The head-quarters of W. P. Fisher, traveling passenger agent of the Wisconsin Central road, have been changed from St. Louis to Indianapolis. He will take a room in the Jackson Hotel.

Okla. travel has been heavy, but from this section has not reached the proportions which the passenger men had anticipated. The order cooled off considerably as the time for departing drew near.

Col. Horace Yost, before a number of the railroad men, yesterday made a very satisfactory test of the new King automatic coupler for freight cars. The test was made at the car-works, and the coupler was simple, not expensive, and works promptly.

Among the hardest working men in the railroad service at the present time are the fast freight line agents. They now have to get business on the square, and the shading of rates, directly or indirectly, and every article must be billed as classified.

Geo. W. N. Maslin has resigned as assistant to the vice-president of the Baltimore & Ohio road, and has been appointed superintendent of the Roanoke & Southern, a new road under construction from Winston, N. C., to Roanoke, Va., a distance of 113 miles.

The morning train out of here for Chicago, over the L. N. & C. road, has become a paying institution, and is highly appreciated by the business men who want to get to Chicago or points in the northern part of the State in the early part of the day.

D. T. Bacon, chief train dispatcher of the Chicago & Indiana Coal road, is in the city for a day or two. The coal traffic of this road is the largest in the State, and is standing the mildness of the winter, reached an average of 175 cars a day northward.

The building of a branch of the Toledo, St. Louis & Kansas City road, from Indianapolis to Chicago, is again being agitated, with some prospect that it will be done. This would give Indianapolis another good line east and more direct route to several points north.

The Boston Post says that D. J. Mackey paid the Boston owners of the Louisville, Evansville & St. Louis road the sum of \$1,000,000 on his plan of the Air-Line. This indicates that the Mackey syndicate has purchased the road, instead of leasing it, as first proposed, for a term of years.

John Burton has been appointed general manager of the New York, Ontario & Western road, and Mr. Kerr, acting manager, has resumed his duties as counselor of the company. R. B. Ricard, secretary and treasurer, succeeded Mr. Barrett, in the positions, and C. A. Draper succeeds Mr. Ricard as purchasing agent.

The prospects that the Columbus, Defiance & Western road will be built this year are brightening. Subsidies have been raised all along the line, as agreed. If built, the road will connect with the Lake Erie & Western, and the Pittsburg, Ft. Wayne & Chicago roads, at Lima; and with the Bee-line at Bellefontaine.

The Terre Haute & Logansport division of the Vandallia system is said to be the best equipped road as to power and freight cars in the State. Every engine on the road has been built within the last two years. The freight engines are ten-wheelers, and weigh 160,000 pounds when empty. The freight cars all have a capacity of 40,000 to 50,000 pounds, and are new.

It is highly probable that K. H. Wade, general superintendent of the Washash road, will accept the position offered him on the Missouri, Kansas & Nebraska road, a position which will own the Washash road after the foreclosure sale, it is stated, are very anxious that Mr. Wade should remain on the road. Geo. Stevens is also wanted. Both have made good records in their official capacities.

The alleged fight between the Union Pacific and the Northern Pacific companies was the result of "business," says an old

passenger man, on the part of the former's representative in the Indianapolis district, who gave, it is stated, agents here the privilege of selling tickets via the Union Pacific, then from Portland, Ore., to Tacoma, over the Northern Pacific. The latter refused to honor such tickets.

It is highly probable that there is to be a decided change in the sleeping-car service of the Cincinnati, Indianapolis, St. Louis & Chicago road, which change will prevent the putting on of through trains between Chicago and the seaboard, over the C., St. L. & C. and the Chesapeake & Ohio roads, as intended. The change will be in substituting the Wagner sleeping and parlor car service for that of the Pullman. The question is now under consideration at New York.

Permission has been given the men in charge of the Pennsylvania special, known as "No. 20," to make up time when late on the Vandallia. During the winter months the time was fast that it was not thought prudent to make up time lost by waiting on connections or delays on the road. Some fast running on the Vandallia may be looked for during the past winter. The Indianapolis division of the C., St. L. & C. has been making the big running record with this popular train.

General Superintendent Woodard, of the L. N. & C., spent yesterday in the city, making arrangements for pushing the construction of the independent track within the city limits. Several matters of minor importance have to be settled before the work could be pushed vigorously. When once commenced it is expected that the track from Howland's station to a connection with the joint tracks of the Erie and Lake Erie & Western road will be laid in less than three weeks.

The Supreme Court of South Carolina on Wednesday rendered an important decision as to the validity of certain bonds issued by townships in that State in aid of the Charleston, Cincinnati & Chicago road. The court held that the township is not a legal status, as have county bonds. A considerable sum of money was involved, which had been voted in aid of the project. It is believed that President Ingalls and his financial associates are interested in this enterprise. The line was first projected by Dr. Haymond, late of this city.

When the volume of passenger business, over the L. N. & C. is daily turning over to the C. H. & D., it is considered would seem but fair that the latter road should better accommodate the L. N. & C. in connection with their passenger service east from Indianapolis. It is not pleasant for passengers to transfer out in the yards, when the shortening up of the time of the C. H. & D. train to a relative in favor of certain consignees at Hamilton, Dundas and other points in Canada. Held: That the reduced charge accepted, or allowed, is in violation of the act to regulate commerce, and unlawful.

Under new regulations on the New York, Susquehanna & Western road, employes are restricted to one pass a month, and their wives to but one pass a year. A few years ago an Indianapolis line was projected to give any employe or member of his family free transportation, but the road was the loser in the end, and with a change in the management this close-listed method of doing business was dropped. The friendly relations between the present management and the employes is doubtless one of the causes of the increasing prosperity of the road.

There are six local sleeping coaches which are run nightly onto the spur tracks near the Vandallia freight depot, so that passengers can get into the city before the morning leaving hour, which is about midnight in each case. This is a great convenience, but could be improved upon if these coaches could be run onto the south track under the Union Station sheds at 8 o'clock each evening and stand there until the hour for leaving arrives. This can be done without the least inconvenience to passengers except the gate-tenders, who would be called upon to admit passengers to the train-sheds.

High License and Local Option League. To the Editor of the Indianapolis Journal: Mention has been made several times lately in the city papers of the formation of a high-license and local-option league, for the purpose of organizing that portion of the anti-saloon element which believes that relief can be had through these measures. There is not a word of truth in it. No such measure is contemplated.

There are not a dozen high-license local-option men in the city who think of calling a meeting for such a purpose, signing their names to a call through the papers, and not a hundred could be got to such a meeting if called. They are not the kind who organize or who spend time and money in fighting the saloon. The extent of their hostility to the saloon is to oppose prohibition when it is advocated by the kind of men who do talk and vote against the saloon, and who attend meetings and pay out money for the purpose of suppressing or even crippling the traffic. There will be no such a meeting, and hence no such an organization as that talked of by these few men.

The anti-saloon element of the State could be organized on any basis whatever, the saloon could not exist a day; but it is not so organized, and is not likely to be so organized, in the future.

Heavy Damages Demanded. BALTIMORE, April 18.—Lewis Elmer & Sons entered suit for \$100,000 damages in the Court of Common Pleas, yesterday, against Fleischman & Co. and the Baltimore & Ohio road. Elmer & Sons are manufacturers of vinegar and compressed yeast, the latter being also manufactured by Fleischman & Co. The declaration alleges that Fleischman & Co. endeavored to have Elmer & Sons raise the price of their yeast, which the latter declined to do. Fleischman & Co. then brought suit against Elmer & Sons, which was placed in charge of Alonzo B. Cochran, with instructions to sell the same to the customers of Elmer & Sons at a price far below its value, and in doing so to unduly raise and enhance the price of one of the common necessities of life. A large part of the business of Elmer & Sons has been destroyed, it is charged, and is threatened with total extinction, or which account damages are claimed. As Fleischman & Co. persist in their action, an injunction is also asked against them.

Telegraph Lineman Killed. NEW YORK, April 18.—The removal of the electric wires and poles on Sixth avenue, this morning, was attended by an unfortunate accident, whereby Michael Eby, a married, aged thirty-three, of Brooklyn, a lineman employed by the department of public works, and Hugh Kelly, aged thirty-one, a married man, with a wife and five children, were both dragged from a window of the third story of 387 Sixth avenue by a rope attached to a falling pole. Early on the pole was struck by a car, which injured the men. Both linemen in the bureau of men are both linemen in the bureau of men. Eby was engaged in "staying" a pole that was being cut down, when the accident occurred. Kelly the pole was chipped at the bottom the pole slid along the sidewalk, throwing the top out, pulling both the men from the window.

Historic House Destroyed. FREDERICK, Md., April 18.—The old Carroll homestead, at Annapolis, Frederick County, was destroyed by fire of accidental origin Tuesday. It was tenanted by George Green, who lost all of his household goods, and the house was valued at \$150,000. The house was built in 1727 by the father of Charles Carroll of Carrollton, and embraced 15,000 acres.

WANT TO BE LET ALONE. That is the Cry That Comes from the South When the Race Question is Mentioned.

PHILADELPHIA, April 18.—The Inquirer will publish to-morrow interviews which it has collected with prominent men and politicians of the Southern States. Only men well known in their sections were applied to, and to these the following questions were put: "First—What is the Southern question?" "Second—What would you do to produce the greatest good to the South?"

The idea of the Inquirer was to obtain the real views of Southern leaders upon a subject which is becoming very prominent. The responses nearly all express the same sentiment—that the race problem is the great one to be solved, and that the South should be allowed to manage its own affairs without interference. Following is a brief summary of some of the opinions:

Governor Richardson, of South Carolina, says: "The Southern question is the race problem. It is the one which predominates. The solution is in the strict avoidance by the general government of any distinctly Southern policy, and in leaving to the States the management of their own domestic affairs."

Governor Fitz Hugh Lee, of Virginia: "Do not distinct races are wrestling with each other, and the question is, whether the Southern States and cities shall be retained in the hands of the white men, or whether they shall be given to the negroes. The question of both races and that of the States in which they live demands that each State should be allowed to control its own interests with a view to the best management, and to exercise those rights reserved to the States, by the representatives of those States, who framed the Constitution in the city of Philadelphia over one hundred years ago."

Governor Buckner, of Kentucky, protests that there is no such question, the Southern States are not a nation, and the hot-bed plant of Northern aggression is an exotic which will not flourish in Southern soil. Such unpatriotic sectional agitations, whether originating in the South or North, should not be encouraged by the people of any section, and that injury resulting from such agitations to the whole country would be done by the Federal government, and each State would continue to attend to their own affairs in accordance with their local conditions and unite in supporting the general government, as just exercise of all its legitimate powers.

All J. Russell, Superintendent of Public Instruction of Florida, says that as the question is discussed in Republican journals he is led to suppose that some special legislation is to be inflicted on the South, but the South has no fear. If the question means the Federal government is to be made Republican, it cannot be done. The truth is, the so-called Southern question can be best and wisest answered by letting each State alone to manage its own constitutional rights.

Oscar H. Cooper, Superintendent of Public Instruction of Texas, says the difficulty of the question is not the relation of the two races are being met and overcome by common sense.

W. H. Hill, Attorney-general of Mississippi, says that the contrast between the negro and white government has been so decidedly in favor of the latter that the white people are determined to resist any attempt to return to the former, and a military despotism would be preferred. "If our political dominion at home is at all questioned in its rightness or origin, let it be remembered that we view our country here as a matter of business, not glory, and we protest against interference because we view our State affairs as a matter of business, not glory, and we protest against interference because we view our State affairs as a matter of business, not glory, and we protest against interference because we view our State affairs as a matter of business, not glory."

The State Treasurer of Arkansas, W. E. Work, says that the system of taxation, and the interest of the State chiefly affected all local subjects, the Supreme Court of the United States being the final arbiter.

Gov. M. Adams, of the State of Kentucky, says: "I am one of those who believe in the right of the people to regulate their own affairs in their own way."

John P. Ball, Superintendent of Education of Alabama, thinks the South will work out the solution if left free to do so.

Sentimental-governor Mauldin, of South Carolina: "The Federal government can help the South by appointing to office men of character and capacity; by dealing liberally in the matter of internal improvement; and by rendering to her people the cotton tax, so unjustly collected from them; in other words, I say, let the South alone."

A New Use for Electricity. BALTIMORE, Md., April 18.—A correspondent writes the Manufacturers Record from London for 20 reviews of the Baltimore Automatic Transit Company has made a series of experiments which the officers of the company believe will bring about a revolution in the method of express, mail and lighter freights. The company has constructed a circular track two miles in circuit, upon which its experimental system is being run. The propulsion is much the same as on the ordinary electric railway. The Edison dynamo and the Sprague motor are employed. The wheels are of the ordinary type, but the system, a double-flanged wheel on the car and motor catching upon it when the train is in motion. The idea is to have stations twenty feet apart, and the system is to be run by dynamo with sufficient power to furnish electric power enough to drive the train for a round trip. The company has been working for over a year, and has made several trials of the system, which, tentatively, were quite satisfactory, a surprising speed being attained. The system is to be run by enterprise expect to work a revolution in the carrying of mails and packages. The practicality of the scheme has been passed upon by the Baltimore City Council, and the Hopkins University, and Thomas A. Edison, and the latter is said to have declared it to be the greatest invention since the telegraph.

The Centennial Ball. NEW YORK, April 18.—At the meeting of the entertainment committee of the Washington Centennial celebration, to be held at the Metropolitan Hotel, on Monday, April 23, Edmund C. Stanton was elected director of the ball. His duties will be practically the same as those assigned to Ward McAllister. The committee will also be in charge of the floor committee. The music of the ball will be made up of 100 pieces (a string band), divided into relief orchestras of 25 pieces each. It is intended to have a attendance to 6,000. There will be 17,000 square feet of dancing room and 12,000 square feet of supper-room. At the meeting of the committee, there will be music-waltz. Flowers will be thrown at the diplomatic corps. It has been impossible, the committee declares, to give each guest a box, but one large box has been reserved for their use as well as a large private room which they will occupy separately—a distinction not shown to the other guests. The greatest possible pressure is being brought to bear on the committee for boxes and tickets. In one case nearly \$2,000 was offered a committee for a box.

Want to Increase Their Capital. BOSTON, April 18.—The hearing on the petition of the American Bell Telephone Company for an increase of \$100,000,000 in its capital stock was begun at the State-house this morning. George D. Brooks appeared as counsel for the company. He stated that the company had been organized in Boston in 1876, and had since that time established, uses 100,000 miles of wire, and the number of daily messages is 1,065,000. The new capital is wanted mainly to build the long-distance system. Up to Jan. 1, 1889, this system has cost \$37,856. The line from Boston to New York cost \$885,775. During the next four years, it is intended to build a double line from Boston to Chicago at a cost of \$10,000,000. The new building in Boston will cost \$200,000. In the next two years \$2,000,000 of bonds will have to be paid, and the company is going to raise \$5,000,000 on a line from Providence to Washington. Col. H. W. Forbes explained the necessity of duplicate lines, and said the company in the next four years will need

over \$10,000,000 in the construction of new lines, mostly on the long-distance system. Messrs. F. M. Weld, E. J. Hall, Jr., and H. J. Higginson, also advocated the petition. The hearing was then closed.

Five Men Drowned. BAINBRIDGE, Ga., April 18.—At the Alabama Midland crossing of the Chattahoochee river two boats with seven and eight men, respectively, were crossing the river yesterday, when one of the boats commenced sinking, and one of the men jumped to the other boat and capsized both boats. Five men were drowned. The boats were working for G. W. Alexander, breaking rock for the Alabama Midland bridge.

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., April 18, 1889, as furnished by Elliott & Butler, abstracters of titles, 84 East Market street.

Joseph D. Whitney to Edwin D. Bryant, part of south half of southeast quarter of section 14, in township 15, of range 12 in section 14, in township 15, of range 12, of range 3 east... \$1,500.00

Mary Ann Dumant to Edwin D. Bryant, part of south half of southeast quarter of section 14, in township 15, of range 12 in section 14, in township 15, of range 12, of range 3 east... 1,117.00

John C. Shoemaker to Sarah Foster, lots 25 and 26 in square 11, of Howard street's southeast addition... 204.00

Henry Geisel to Geo. E. Voglesong, lots 1 and 2 in outlots 45 and 46, of Theodore E. Somerville to Friedrich Born, lots 125 and 126 in Johnson & Hoeg's East Washington street addition... 600.00

Henry J. Prior to Alice M. Boston, lot 20 in Ely's subdivision of square 10 in Johnson's heirs' addition... 2,100.00

Hannah H. Swift to John Roberts, lots 1 and 2 in outlots 45 and 46, of Frederick Pfleger to Chas. Eckert, part of lots 47, 48 and 49 in Yeiser's guardian's subdivision... 200.00

Joseph Wickard et al. to Geo. G. Smith, lot 7 in Hayden's first subdivision of lot 29 in Kline's subdivision... 2,800.00

Augusta Riedeman et al. to J. C. Mitchell, lot 12 in Johnson's subdivision of outlot 128... 400.00

Conveyances, 102 consideration... \$15,571.00

FOR SALE—REAL ESTATE. VANDERBILT EXCHANGE—ROOM in Woodruff Place, choice lots \$300 cash, balance on time. Best investments in the market. 79 East Market street.

FOR SALE—21 FEET ON MADISON AVE. in front of half square deep, suitable for residence, manufactory or plating, street cars, natural gas, water, sewer, etc. 230 West Washington street.

FOR SALE—DESIRABLE PIECE OF PROPERTY. 200 in Fletcher's subdivision of square 10 in Johnson's heirs' addition... 2,100.00

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BUSINESS DIRECTORY.

THEODORE STEIN, Successor to Wm. C. Anderson, 86 East Market Street, ABSTRACTOR OF TITLES.

ELLIOTT & BUTLER, Hartford Block, 84 East Market street, ABSTRACTORS OF TITLES.

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MOSES, OPTICIAN, Largest and best stock of Optical Goods in the city. Lenses accurately adjusted. Prescriptions a specialty. Don't mistake the place for another. Our name, "Moses," on window, 4 North Pennsylvania.

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DENTIST, MARY C. LLOYD, over Fletcher's Bank. Teeth set at reduced prices. Filling at reasonable rates.

CEMENT PAVEMENTS, Steps, Fence Bases, Lawn Walks, Cellar Floors, etc. C. C. MITCHELL, 220 West Washington street.

TRAVELERS' RESTAURANT, CHARLIE MILES' Restaurant is now at No. 19 North Illinois street. Lodging, 25 cents. Meals, 25 cents.

CUT FLOWERS, BERTERMAN BROS., 37-43 Massachusetts avenue, one-half square northeast of Denison Hotel. Open until 8 p. m.

SEEDS, All kinds for the GARDEN and Field, including Washington, Ford and ornamentals. Catalogue free. J. A. EVERITT & CO., Seedsmen, Indianapolis, Ind.

FINE CARRIAGES, HOWLAND & JOHNSON, 75 and 77 West Washington street.

GEO. J. MAYER, Seals, Stencils, Stamps, Etc., 15 South Meridian street, Indianapolis, Ind. Send for catalogue.

DENTISTRY, W. W. GATES, Dentist, Room 1, Odd-fellows' Hall, W. E. corner Washington and Pennsylvania sts. Formerly with N. Y. Steam Dental Co.

McCormick Harvesting Machine Co., MANUFACTURERS OF BINNERS, REAPERS AND MOWERS. Headquarters for Indiana, 187 & 189 E. Washington st., Indianapolis, Ind. J. B. HEYWOOD, Manager.

R. S. FOSTER & CO., Commission Merchants in Grain and Mill-Feed. STORAGE WAREHOUSES for storage of all kinds of Parcel Merchandise, Household Goods, Piano, etc. Importers and dealers in Foreign and Domestic Commodities. Flouring, Shucking, etc.

68 & 70 South Delaware St. NEWTON TODD, Fire Insurance, 24 1/2 East Washington St.

CUSTOM TAILORING, I have had 18 years' experience in the finest work in Custom Tailoring. I am qualified to take any responsibility which I may be called upon to assume in the interest of my patrons. I have a large and well-selected line of Spring and Summer styles. If I have not got what you want I can get it. Don't object to going upstairs, when you can get good work done for less money. I am not the cheapest, but I give you satisfaction and the worth of your money. Leave your order at once for your Spring suit and trousers. P. H. OSLER, The Washington, D. C. Fine Tailor.

ICE, For Pure Lake Erie Ice Telephone 1088 or call on office, 104 W. Seventh st. Northwestern Lake Ice Co.

SMITH'S DYE WORKS, 57 NORTH PENNSYLVANIA ST. Cleaning, Dyeing, Staining and Repairing. Ladies' dresses cleaned and dyed.

THE PHOTOGRAPHER, Finest Photos for least money, 66 E. Wash. St.

REMOVAL, JOS. ALLERDICE, Agt., Hides, Pelts, Furs, Wool and Tallow, 124 Kentucky avenue, near Big 4 Railroad. Representing C. C. Stevens & Co., Boston, Mass.

H. B. HOWLAND & CO., General Western Agents for Genuine Bangor and Peach Bottom Slate Co.'s Established 1863. Manufacturers of school and roofing slate. Room 22 Ingalls Block.

National Collecting Agency, 10 Vance Block, Indianapolis. Indispensable to dealers wanting reliable close collections. Send \$1, and receive book which will be worth \$10 in getting in your money.

J. PLATT & CO., COMMISSION MERCHANTS. Butter, Eggs, Poultry, Oysters, Game, etc., 42, 44 and 45