AFFAIRS OF THE RAILWAYS.

Freight Business Is Declining, but Is Still in Excess of Last Year's Traffic.

The train records show that there were received and forwarded at Indianapolis last week 864 fewer cars than in the week ending May 3. A decrease in tonnage is shown on both east and west through business. Several classes of freight eastbound show a falling off as compared with either week of the last four. Freight men attribute it to the fact that the elevators are cleared nearly of grain, and the farmers are too busy to haul it to market; but the increased inquiry for cars at Western points indicates that in the coming week east-bound business will improve. Westward it is not unusual for the tonnage of dry goods to drop off some in May, yet at the present time the tonnage exceeds that of May, 1889. In the last three months nothing would have been gained in rates by rushing goods West, and for that reason there has been a steady, healthy west-bound movement for weeks. The shipments of furniture, agricultural and harvesting implements continue large, and there is little room for complaint of the volume of west-bound traffic; with most roads it exceeds that of the east-bound. The Vandalia, for instance, forwarded from here west 1,117 loaded cars, and brought in but 799; the St. Louis division of the Big Four forwarded west 960 loaded cars, and brought in but 828; the Bee-line brought west 1,019 loaded cars, and and forwarded east but 961; the Pennsylvania brought west 827 loaded cars, and forwarded but 614 loaded cars. The north-and-south roads continue to do an excellent business, the traffic exceeding the volume of last year at the corresponding period. Local traffic is heavy, both in and out-bound. At all the city freight depots the number of platform men has either been increased or the regular force is working over-time. Below is given the number of cars received and forwarded at Indianapolis in the week ending May 10 as compared with the corresponding week of 1889 and 1888.

Name of Road.		Loaded cars, 1890.	Loaded cars, 1889.	Loaded cars, 1888.
L., N. A. & C. Air-line		329	307	264
I., D. & W.		382	322	304
C., H. & D. (Ind'p'ls div.)		878	671	737
L. E. & W.		555	480	390
Penn. lines	I. & V.	437	346	387
	J., M. & I.	1,171	930	744
	Chicago div.	424	340	268
	Coln'b's div.	1,441	1,430	1,255
Big Four lines.	Springf'ld div	768	498	687
	Peoria. div.	811	658	747
	Chi. div.	1,860	1,833	1,813
	Cin. div.	2,246	2,148	2,102
	St. L. div	1,788	1,632	1,744
	Clev. div	1,979	1,708	1,756
Vandalia		1,916	1,878	1,890
Totals		16,985	15,161	13,456
Empty cars		4,892	4,308	3,906
Total movement		21,877	19,469	17,362

There were transferred over the Belt road, in the week ending May 10, 13,101 cars against 11,144 in the corresponding week of 1889; increase this year, 1,917 cars.

Belt road engines last week handled 904 car-loads of live-stock against 857 car-loads in the corresponding week of 1889; increase this year, 47 cars.

Personal, Local and General Notes.

Thomas H. Noonan, assistant general freight agent of the Big Four, with headquarters at Chicago, was in the city yesterday.

The Michigan roads have fixed upon May 15 as the date for the restoration of passenger rates to their former basis, 3 cents per mile.

George Sipp, chief car-accountant of the Chesapeake & Ohio road, with headquarters at Richmond, Va., spent Sunday with friends in this city.

The construction of a Belt road to connect the roads centering at Toledo will be commenced to-day. The work is to be pushed vigorously.

The roads west out of Cleveland have reduced fifth-class rates to Indianapolis and intermediate points in conformity with the late reductions to Chicago.

E. E. Husted, who is with the Wabash road, spent Sunday with his brother, F. A. Husted, superintendent of the Cincinnati, Hamilton & Indianapolis road.

The Lake Shore road last year invested $1,332,627 in new equipments, and the Michigan Central $459,000, 60 per cent of which was used in purchasing locomotives.

J. A. Barnard, assistant general manager of the Big Four lines, returned yesterday from his bridal trip, and is expected at headquarters the early part of this week.

President Adams, of the Union Pacific, will come West this week and will remain six weeks, looking the property over. He is accompanied by Directors Ames and Atkins.

It is stated that Ford Wood, assistant general freight agent of the Big Four, is to be given full supervision of the freight business of the Big Four at Indianapolis and immediate territory.

In the month of April there were handled on the Cincinnati, Hamilton & Indianapolis road 1,260 more loaded cars than in the corresponding month of 1889, and the excess in May this year bids fair to be still larger.

The Baldwin locomotive-works have just delivered to the Cincinnati, Jackson & Mackinaw road five large freight engines. They were built at the company's branch works in New York, and are said to be very creditable to the new shops.

J. W. Kain, yard-master of the Chicago & Alton at Bloomington, Ill., was run over last Saturday and had one of his legs cut off. Mr. Kain was for some years yard-master of the Lake Erie & Western at Lafayette, and a very active member in the Yardmasters' National Association.

The statement of the Boston & Albany road for the last quarter is a very remarkable one. With an increase of a little more than 12 per cent. in gross earnings, the net improved 80 per cent., and the surplus for the period was 150 per cent. greater than for the corresponding period of 1889.

Receiver Malott expresses the opinion that the Erie will have full possession of the Chicago & Atlantic road by Sept. 1. When this is accomplished this combination will become a much more powerful competitor for trunk-line business between the West and East than ever before in its history.

Geo. H. Daniels, general passenger agent of the New York Central, with the approval of General Traffic Manager Guilford, has appointed James S. Clark general agent of the passenger department, with headquarters at New York city. Mr. Clark was for some years on Western lines, at one time being on the Indianapolis, Decatur & Springfield road.

Indications are that the Big Four lines will earn in the neighborhood of $14,000,000 this year. The gross earnings in April reached $1,077,186, which was an increase of $74,559 over earnings in the corresponding month of 1889 on the same mileage, and there will doubtless be several months in the twelve of 1890 in which the gross earnings will exceed those of April.

D. J. Mackey, president, and Norman Beckley, general manager, of the Cincinnati, Wabash & Michigan road, on Friday and Saturday last walked the entire distance of the proposed right of way for the entension of the C., W. & M. from Anderson to Rushville, and were treated very kindly by most of the persons owning right of way on the proposed line.

One of the officials of the Pennsylvania road says the company is actually short of cars, notwithstanding the large additions to freight equipment of late. The company will in the next twelve months order 10,000 more new cars of various descriptions. The Pennsylvania lines now own one-sixth of the total number of freight cars in use on all the railroads of this country.

The Big Four Gazette has just begun its ninth year as a monthly publication, it being the outgrowth of the Bee-line Gazette. The last few months there has been a decided improvement in its character, both mechanically and in the quality of its reading matter. In addition to its miscellaneous reading matter of general interest it contains a complete directory of all officials and agents, with accurate time cards.

C. S. Wheaton, Grand Chief of the Order of Railway Conductors, is opposed to striking out the non-striking clause in the ritual of the association. He thinks it has been one of the strongest features of the organization. The feeling over the matter has become so pronounced that the more conservative members fear that should the delegates vote in favor of eliminating it there will be a division of the association, which would certainly be unfortunate, as, like the Brotherhood of Locomotive Engineers, this organization stands among those in front in progressive ideas.

Present indications are that the Big Four people have decided that they can more easily secure control of the Cincinnati, Sandusky & Cleveland road by starving it than by buying it in. The former is not giving the C., S. & C., a passenger or a pound of freight if it can avoid it. This accounts for the taking off of the passenger trains between Indianapolis and Springfield, with the exception of one accomodation train each way daily.

E. O. McCormick to-day beins his second year as general passenger agent of the Cincinnati, Hamilton & Dayton lines, and from the very first month in which he took hold, up to the twelfth month, an increase in earnings of the passenger department has been shown. Succeeding, as he did, C. H. Rockwell, who for years ranked as one of the best general passenger agents in the West, the record of Mr. McCormick is certainly very complimentary.

James Lester, one of the mechanics employed at the shops of the Indianapolis, Decatur & Western road, has been unfortunate of late. For weeks he was ill, and had but fairly recovered when his wife was taken ill, and, after five weeks' sickness, died on Saturday. The employes in the shops raised a very handsome purse for him. The remains of his wife were taken to Peru yesterday for burial, the Lake Erie & Western management kindly giving free transportation for the remains and for such friends as were desirous of attending the burial at Peru.

So much has been said of late about the performance of the Strong engine that the run noted below by a standard engine, on the Indianapolis division of the Pennsylvania, becomes of interest: Thursday night last the train sheet shows that engine No. 453 hauled train No. 7, consisting of three postal and three express cars, thirteen and a fourth miles in eleven minutes, or an average of about a mile every fifty seconds. The quickest mile was covered in forty-five seconds. The Strong engine has run a mile with an equally heavy train in forty-two seconds, but no report has been made where so long a distance was covered at so rapid speed as was shown on the Pennsylvania by engine No. 453.

An official order has been issued from the Union Pacific headquarters by Vice-president Holcomb, announcing the resignation of C. H. McKibben, general purchasing agent, and the appointment of L. S. Anderson, of Boston, as his successor. J. K. Choate, superintendent of the Colorado division, has also resigned, and R. J. Duncan, general manager of the Fort Worth & Denver, succeeds him. The resignation of Mr. McKibben was the result of a personal difference between him and Vice-president Holcomb. These changes promote O. O. Winters to the place made vacant by Duncan. All the Colorado lines have been consolidated into what will hereafter be known as the New Mexico division, with F. E. Bissell as superintendent.

DAILY WEATHER BULLETIN.

Local Forecasts.

For Indianapolis and Vicinity—For the twenty-four hours ending 8 P. M., May 12—Warmer; fair weather; increasing cloudiness Monday afternoon.

GENERAL INDICATIONS.

WASHINGTON, May 11, 8 P. M.—Forecast till 8 P. M. Monday:

For Illinois and Indiana—Warmer; southerly winds; fair, followed by rain and local storms; cooler Tuesday.

For Ohio—Warmer; fair; increasing southerly wind; increasing cloudiness, and rain Monday night.

For Lower Michigan—Warmer; increasing southerly winds; cloudy and rain, preceded by fair; cooler Tuesday.

For Wisconsin—Threatening weather and rain; high southeasterly to easterly winds; colder Tuesday morning.

For Minnesota—Cloudy weather and rain, and probably some snow; colder; northerly winds.

For North Dakota and South Dakota—Colder; northerly winds; cloudy weather and rain, and probably some snow.

SPECIAL BULLETIN.

The depression noted last night as extending from the northern Rocky mountain region to the north Pacific has developed across into the middle Rocky mountain slope, and is now central in Nebraska, moving southeastward, and will probably reach the lake regions within the next twenty-four hours. The storm area over Pennsylvania disappeared this morning off the Atlantic coast. These storms have been succeeded by areas of high pressure, which are now central over the lower lakes and Montana. Rain has fallen during the day in the middle Atlantic and southern New England coast, and also from the north Pacific to Montana; light showers in Minnesota; snow is also reported to-night in Montana. High northwest winds prevail in the Northwest and high southerly winds from the east of Nebraska. The temperature has risen decidedly over the west gulf States and from the Mexican boundary line to South Dakota. It has fallen decidedly over the northern Rocky mountain region.

Observations at Indianapolis.

INDIANAPOLIS, May 11.

Time.	Bar.	Ther.	R. H.	Wind.	Weather.	Pre.
7 A.M.	30.34	43	55	Neast	Cloudless.	0.00
7 P.M.	30.19	60	44	Seast	Cloudless.	0.00

Maximum thermometer, 64; minimum thermometer, 39.

The following is a comparative statement of the condition of temperature and precipitation on May 11, 1890:

	Tem.	Prec.
Normal	62	0.14
Mean	52	0.00
Departure from mean	–10	–0.14
Excess or deficiency since May 1	–49	–0.53
Excess or deficiency since Jan. 1	*2.92	*10.22

*Plus.

General Weather Conditions.

SUNDAY, May 11, 7 P. M.

PRESSURE.—East of the Mississippi the pressure is high. The area is central over Lake Erie. The storm area last night, in the Northwest, moved southeastward, and is central to-night in western Nebraska, with very high temperature on its front and freezing and snow on its rear. A high area is following it from the northwest.

TEMPERATURE.—Eighty and above is reported from southern Colorado and western Kansas southward to the gulf; 70 and above from South Dakota, eastern Nebraska and Missouri southward; 60 and above from southern Minnesota, Wisconsin, Indiana and Ohio southward; 50 and below from North Dakota, central Minnesota, northern Indiana and the lower lakes northward; 40 and below in Montana and from northern Minnesota and Lake Superior northward.

PRECIPITATION.—Snow is falling in Montana; rain in North Dakota, Manitoba, Minnesota, southern Tennessee, Alabama, South Carolina and in eastern New York and eastern Pennsylvania.

The Park Theater.

"Tom Sawyer," the sketch that will be presented at the Park Theater this afternoon and throughout the week, has never been seen here, but it is spoken of as being very amusing. It is based upon Mark Twain's story of that name, and the young mischief-maker in the book is the chief character in the play, in which Huckleberry Finn also figures. Incidentally a number of specialty features are introduced. William E. Burton, who appears as Tom Sawyer, is a comedian of good reputation in such parts.

The Court Record.

SUPERIOR COURT.

Room 1—Hon. Napoleon B. Taylor, Judge.

Mary A. Hauk vs. Thomas A. Hauk; divorce. Trial by court.

Laura Mauck vs. Masonic Mutual Benefit Society; policy. Jury returned verdict for plaintiff for $1,000.

CIRCUIT COURT.

Hon. Livingston Howland, Judge.

J. Larsen vs. Julia A. Baker's Estate. Claim allowed.

F. J. Dittman & Co. vs. Julia A. Baker's Estate. Claim allowed.

C. H. Abbott vs. Julia A. Baker's Estate. Claim allowed.

Western Paving and Supply Company vs. Citizens' Street-railroad Company. Appeal to Supreme Court prayed for and granted.

George McMahan vs. Fred Achgill et al. Judgment against defendant for $94.75.

Cherry trees will stand more tramping than any other variety of fruit, and can be grown in pastures or along fences, where the stock have a free range.

MINOR CITY MATTERS.

To-Day's Doings.

BECK-ERB SHOOTING-MATCH—Brighton Beach grounds; 2 P. M.

BOARD OF ALDERMEN—Regular meeting, court-house; evening.

COMMERCIAL CLUB—Board of Trade hall; evening.

ANNUAL ART EXHIBIT—Indianapolis Art Association; Masonic Hall; day and evening.

PARK THEATER—Wm. E. Burton as "Tom Sawyer;" afternoon and evening.

Local News Notes.

The regular monthly meeting of Y. M. C. A. auxiliary will be held in the parlors of the association this afternoon, at 2:30 o'clock.

The annual meeting of the stockholders of the Indianapolis Propylæum will be held this afternoon, at 3 o'clock, in the Tabernacle Church.

Saturday and on the night of that day the police made twenty-three arrests, seventeen of which were for drunkenness. The others, except one, were for assault and battery.

A dog supposed to be mad kept the neighborhood of North and Davidson streets in a state of excitement several hours yesterday. It was not quieted until a Mr. Durell shot the brute.

William Daley, accused of stealing railroad tickets from George W. Frey, the broker, on South Illinois street, came back to the city after an absence of six months. He was arrested by Chief of Detectives Splann yesterday, and put in the station-house on a charge of burglary.

Personal and Society.

Miss Powers, of Wickliffe, Va., is visiting Miss Browning, No. 631 North Tennessee street.

Mrs. Charles Root and son, of Minneapolis, are in the city visiting Miss Helen Colclazer.

Miss Etta Lamb will accompany Dr. D. A. Thompson and sister to Europe when they go in June.

Mrs. Schultz, of Logansport, is expected to spend this week with Mrs. Leon O. Bailey at the Grand Hotel.

Mrs. W. Q. Gresham, of Chicago, is here with Judge Gresham, a guest for a short time at the Denison.

Miss Fannie Biggs, who has been spending several months with her sister, Mrs. Charles Miller, at Spencer, is visiting friends in this city.

The invitations for the reception to be given by Mr. and Mrs. H. C. Campbell in honor of the fifteenth anniversary of their marriage have been recalled owing to illness in the family.

MR. CURTIS AND REFORM.

He Acknowledges that This Administration Has Some Merit but Is Still Unfair.

Philadelphia Press.

Mr. George William Curtis, in his semi-annual speech upon civil-service reform, is fairer to himself and the Republican party than he was six months ago. He was ready to concede it nothing then. After crediting the Cleveland administration for years with all its desires in reform, Mr. Curtis was willing to credit President Harrison's administration only with its alleged deficiencies. He had been willing to judge the Democratic party by its professions. He rigidly insisted on measuring the Republican party by its practice, and its practice alone.

This was not fair to the Republican party, but it was still more unfair to Mr. Curtis. With his past record and his present position, Mr. Curtis, of all men in public life, raises the hope and justifies the presumption that he will be fair and just to the party which once honored and has never ceased to respect him. We have a right to ask that a man who claims to detach himself from party in order to serve a great reform shall be scrupulously fair and fastidiously just in dealing with its progress. Mr. Curtis was grievously unfair to Mr. Curtis in his position then. He is fairer in his present speech before the Civil-service-reform League.

"I think the nomination of the present Civil-service Commissioners was admirable," says Mr. Curtis now, "and I learn with the greatest pleasure from the best authority that the reformed system is honestly applied in the departments at Washington." We wonder if Mr. Curtis, or anyone else, thinks that this was true in the Treasury Department under Higgins. "The late debate in the House of Representatives"—with a Republican majority, be it remembered—has removed, in Mr. Curtis's opinion, "any doubt of the hold of reform upon public opinion." Six months ago Mr. Curtis was citing obscure papers to show that the Republican press was opposed to the reform. We are glad to see that he quotes now from the leading Republican journals of the land, all of whom are, we believe, almost without exception, strong supporters of the reform.

Still, Mr. Curtis is not satisfied with the progress of the past year. Neither, we presume, is President Harrison. No one claims that everything is for the best with the best of all reforms. A century of steady habit under the spoils system is not to be changed in a decade—not even by the Republican party. It has done all that has been done thus far. It passed the act. It began its administration. A Republican President—Mr. Curtis being judge—is the first to give the act an efficient commission, of which Mr. Curtis says: "Nothing could be better or more promising for the reform." Whoever dreamed of saying that, or anything like that, of Mr. Cleveland's commission? The classified service, which the reformers charged was prostituted under Cleveland to the extent of at least one-fourth of its appointments, is now vigilantly watched by an able commission, and the partisan appointments which filled the departments at Washington under President Cleveland are not repeated. Even Mr. Curtis is satisfied with the present administration in Washington, where its influence is most direct.

This is not all Mr. Curtis demands. Neither is it all that should be done. If Mr. Curtis ever expects to see an administration without ground for criticism his years will be prolonged to a period which will long bless the country with his eloquence, his lofty aims and his high ideals, but which, we fear, neither he nor the country will enjoy. The postoffices trouble Mr. Curtis. It is true that the present administration has turned out three-fourths as many postmasters as the last. President Cleveland found the administration of the postoffice efficient above praise. The vast majority of small postmasters, originally selected as Republicans, had been retained, as their political backing faded, because they were good postmasters. President Cleveland, elected solely by a narrow majority furnished by alleged friends of the reform, might have left these men in office. He did not. He made a clean sweep. He left the postoffice Democratic. He sowed in every small office and in every town a heritage of political hate. He did gross injustice to thousands of men who had for years faithfully served the government of which he was the head. He made reprisals inevitable and, as in the railway mail service and at scores of other points—as Mr. Swift's reports show, for instance—his appointees were notoriously incompetent, he made reform necessary.

Both reprisals and reforms have followed. We are not prepared to justify both on the same ground. We believe that many a removal and new appointment will be a source of weakness rather than of strength next fall. The postoffice, like all the business departments of the government, ought to be kept jealously out of politics. They will be in time, and by the Republican party, and the Democratic party will occupy and accept its reforms as its opponent moves on to higher standards. But we take things as they are. We accept what has been done. We appreciate the advance which has been made, and we declare, without fear of contradiction, that there never was a time when the progress of this reform was more clear or its triumph more certain than after the first year of President Harrison's administration. Yearly, President Cleveland left the reforms to which he pledged himself. Yearly, we look to President Harrison to advance, and the changed tone of Mr. Curtis's speech proves that the advance has begun.

Incident of a Loyal Legion Meeting.

Cincinnati Commercial Gazette.

The meetings of the Loyal Legion, like all similar gatherings of the veterans of the war that filled the first half of the decade between 1860 and 1870, are full of minor incidents that are full of pleasure to at least two comrades. Such an incident, and it was one that the reporters did not observe, was the meeting of Maj. Levi T. Scofield, of Cleveland, and Capt. John E. Vought, of Indianapolis, at the annual dinner of the Ohio Commandery of the Loyal Legion, at the Burnet House last Wednesday night. Both gentleman had served in the same company of the One-hundred-and-third Ohio, but the lines of their lives had never met since the close of the war until they came together Wednesday night. It was a fifth of a century since they had seen each other. The pleasurable surprise of the meeting was intensified on Major Scofield's part, by the fact that three years ago he had heard Vought reported dead at a regimental reunion. To the Major the sudden and unexpected appearance of his old comrade in-arms in the flesh came as an apparition, or as one risen from the dead. It is needless to say that the dinner, with all its pleasant accessories, was but a minor detail of the enjoyment of these reunited comrades.

They Are Rascals.

Milwaukee Sentinel.

The New York Times declares that the Republican party is not entitled to thanks for having passed the ballot-reform measure because it resulted from public pressure. There was no public pressure when the Republican majority passed its first reform bill, which was much better than the one that has become a law. Besides, the Republican majority did respond to public pressure, if the Times is right, while the Democratic caucus did not. The simple truth is that the mugwumps are exasperated when the Republican party does what the mugwumps declare ought to be done, and are determined to take the edge off of every fine action performed by Republicans. They are rascals, these mugwumps.

Democratic Activity.

New Albany Tribune.

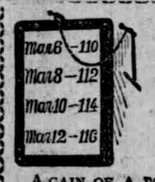
Any one with half an eye can see that the Democratic campaign managers are not idle. They are doing ten times as much as the Republican managers. They began the campaigns of 1890 and 1892, weeks before the township election. In every doubtful State they have their agents now at work, people who might be called walking delegates. They are getting into trade organizations, into farmers' alliances, and one large part of their mission is to arouse discontent. They talk glibly and distribute literature, and take subscriptions for calamity papers. It is time Republican managers were taking steps to meet this Democratic activity.

Children Cry for Pitcher's Castoria.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

Children Cry for Pitcher's Castoria.

Children Cry for Pitcher's Castoria.



GAIN ONE POUND A Day.

AGAIN OF A POUND A DAY IN THE CASE OF A MAN WHO HAS BECOME "ALL RUN DOWN," AND HAS BEGUN TO TAKE THAT REMARKABLE FLESH PRODUCER,

SCOTT'S EMULSION

OF PURE COD LIVER OIL WITH Hypophosphites of Lime & Soda

IS NOTHING UNUSUAL. THIS FEAT HAS BEEN PERFORMED OVER AND OVER AGAIN. PALATABLE AS MILK. ENDORSED BY PHYSICIANS. SOLD BY ALL DRUGGISTS. AVOID SUBSTITUTIONS AND IMITATIONS.

ANNOUNCEMENT!

THE SUNDAY JOURNAL

Will soon begin the publication of a

DEPARTMENT OF ORIGINAL FUN,

To be written by about a score of the Leading Humorists of the country.

It will not be the monotonous work of one pen, but will represent the best efforts of the most successful "funny men" of the American press, and in Variety, Freshness and Quality will be the most unique and interesting comic column published by any newspaper.

Among those secured as contributors are:

ALEX. E. SWEET, of Texas Siftings, whose reputation, both in this country and in Europe, has brought him a fortune.

SAM T. CLOVER, who made the Dakota Bell known to fame, and whose brilliant fusillade of verse now appearing on the editorial page of the Chicago Herald is not excelled by any similar work.

S. W. FOSS, the genius of the Yankee Blade, whose delightful dialect poems are the best of their kind, and are copied and recopied into every paper in the country.

POLK SWAIPS, "whose versatility and originality have made half a dozen reputations."

SAMUEL MINTURN PECK, the author of "Cap and Bells," whose comic muse is aptly described as a "delicate Ariel—a tricksey Puck, that strikes one across the eyes with a branch of dew-wet blossoms, and laughs from under clustering curls at the little start one gives in recognition of its surprise and sweetness."

J. A. MACON, of Puck, who made an enviable name as a contributor to the Century's "Bric-a-Brac," and who is one of the few writers who understand and can interpret the humor of the Southern negro.

MADELINE S. BRIDGES, who enjoys the reputation of being the leading comic verse writer of her sex in this country.

BESSIE CHANDLER, whose charming vers de societe in the Century, Life and other publications has created a wide demand for her work.

EVA WILDER McGLASSON, who is rapidly coming to the front as one of the few women who can write good humor.

W. J. LAMPTON, "Judge Waxem," who made the Washington Critic quotable, and who is now doing the same thing for the Washington Star.

JOHN KENDRICK BANGS, who supplies the fun for Harper's Bazar, the Epoch, etc.

PAUL FASTNOR, the well-known comedian of the Burlington Free Press.

HENRY CLAY LUKENS, who years ago made the New York News a most welcome "exchange."

THE MUCH-QUOTED "FUNNY MEN" of the Somerville Journal and the Rome Sentinel

PROPOSALS FOR FRESH BEEF—INDIANAPOLIS Arsenal, Ind., April 14, 1890.—Sealed proposals, in triplicate, subject to the usual conditions, with a copy of this advertisement attached, will be received at this office until 10 o'clock a. m., on Wednesday, May 14, 1890, and then opened, for furnishing and delivering the fresh beef required by the Subsistence Department, United States Army, at this post, during the fiscal year commencing July 1, 1890, and ending June 30, 1891. The Government reserves the right to reject any or all proposals. Contracts made under this advertisement shall not be construed to involve the United States in any obligation for payment in excess of appropriation granted by Congress for the purpose. Preference will be given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign productions or manufacture the duty thereon) being equal. Full information will be furnished on application to the office. Envelopes containing proposals should be marked "Proposals for Fresh Beef," and addressed to CLIFTON COMLY, Major of Ordnance, A. C. S.

Kensington

WALKER COUNTY,

GEORGIA,

22 Miles South of

CHATTANOOGA, TENN.,

In Lookout Valley,

ON THE LINE OF THE

Chattanooga Southern Railway

Is destined to be one of the most important manufacturing cities in the South. The location, consisting of 1600 acres, which has been secured by the managers of the KENSINGTON LAND COMPANY, of CHATTANOOGA, TENN., is surrounded by inexhaustible deposits of coal and iron, equal in quality to that of any section in the great mineral belt of the South. Manufactured Iron, Cotton, Leather, etc., can be produced cheaper in KENSINGTON than at any point in the South, and its railroad service will be unsurpassed.

THE

Kensington Land Co

Solicits correspondence with manufacturers generally, and offers liberal inducements to those contemplating the removal of their establishments or the building of new factories in this prosperous section of the country.

Sale of Lots at Kensington

June 3, 4 and 5.

Arrangements for reduced rates of fare will be perfected.

Pamphlets descriptive of Kensington and its surroundings may be had by addressing

KENSINGTON LAND CO.,

CHATTANOOGA, TENN.

F. R. PEMBERTON, PREST., (of F. R. Pemberton & Co., bankers, Chattanooga-Tenn., President of Kensington Iron & Coal Co., Vice-president of Chattanooga Southern Railroad.)

C. E. JAMES, V.-PREST., (of Robertson & James, bankers, New York, President of Chattanooga Union Railroad and Chattanooga Southern Railroad.)

W. W. HARRISON, 2D V.-PREST., (of Franklin Sugar Refining Co., Phila., 2d Vice-president Chattanooga Southern Railroad and Kensington Iron & Coal Co.)

FLOYD S. PATTERSON, SECRY. AND TREAS., (Secretary and Treasurer Kensington Iron and Coal Co.)

BUSINESS DIRECTORY.

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

ELLIOTT & BUTLER,
Hartford Block, 84 East Market st.
ABSTRACTS OF TITLES.

COVAL & LEMON,
ABSTRACT OFFICE,
75½ East Market street, Room 6.

DR. E. R. LEWIS.
Practice limited to diseases of the
THROAT AND NOSE.
139 North Meridian st.

Dr. SARAH STOCKTON,
227 North Delaware Street.

DR. RALPH ST. J. PERRY
— REMOVED TO —
92 N. Meridian St., (Hotel English.)
Office Hours—10 to 12 a.m., 2 to 4 and 7 to 8 p.m.

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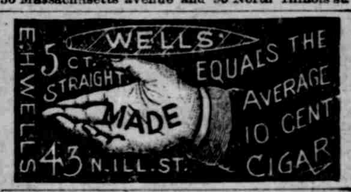

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