AFFAIRS OF THE RAILWAYS.

A Slight Decrease in Traffic.

The train records show that 197 fewer loaded cars were received and forwarded at Indianapolis last week than in the week ending June 21, but making comparisons of the same week with those of preceding years it is shown that, as for months past, the business of this year is considerably in excess of former years. In comparison with 1889 the increase this year is 1,560 cars; with 1888, an increase of 1,676 cars; with 1887, an increase 1,519 loaded cars. It should be borne in mind that the cars have a larger carrying capacity, this having been increased each year until now fully 50 per cent. of the through cars in use have a carrying capacity of 60,000 pounds. East-bound tonnage has not been lighter in years than now; there is but little grain going forward and export business is down to a minimum. Shipments of live stock are somewhat larger than at the corresponding period last year, and the shipments of hard-wood lumber, staves and heading are fully up to the usual volume. West-bound tonnage is about 10 per cent. in excess of last year. Shipments of heavy groceries, furniture and machinery to the West, the Southwest and the Pacific coast were never heavier in June. North-and-south roads are doing an excellent business, all complaining of a scarcity of cars. A large per cent. of this business is of a local character. Freight men are surprised over the volume of local traffic, it never before having been equaled in the history of the Indianapolis roads. The shipments of harvest machinery the last two weeks have been unprecedentedly heavy. Shipments of lumber and timber in the rough cut an important figure in the local in-bound business. The active trade which the wholesale men have been experiencing also helps to swell the local business. At all the city freight depots the number of platform men has been increased in the last few weeks, and now they are obliged to work over-time to keep the platforms from becoming blockaded with freights. Below is given the number of cars received and forwarded at Indianapolis over the several lines and a comparison of the movement of the corresponding weeks of 1889 and 1888:

Name of Road.	Loaded cars, 1890.	Loaded cars, 1889.	Loaded cars, 1888.
L., N. A. & C. Air-line	351	338	262
I., D. & W.	380	296	264
C., H. & D. (Ind'p'ls div.)	885	567	559
L. E. & W.	566	606	420
Penn. lines: I. & V.	365	485	484
Penn. lines: J., M. & I.	1,137	888	736
Penn. lines: Chicago div.	477	395	269
Penn. lines: Col'b's div.	1,172	1,437	1,385
Big Four lines: Springf'ld div	700	518	514
Big Four lines: Peoria, div.	804	588	627
Big Four lines: Chi. div.	1,616	1,605	1,706
Big Four lines: Cin. div.	2,479	1,895	1,819
Big Four lines: St. L. div.	1,771	1,710	1,521
Big Four lines: Clev. div.	1,820	1,799	1,561
Vandalia	1,834	1,867	1,724
Totals	16,357	14,994	14,878
Empty cars	4,280	4,432	4,412
Total movement	20,637	19,426	19,290

There were transferred over the Belt road last week 11,640 cars; increase over corresponding week of 1889, 831 cars.

Belt road engines last week handled 998 car-loads of live stock; increase over the corresponding week of 1889, 82 car-loads.

Personal, Local and General Notes.

D. K. Folsom, general agent of the American Express Company at this point, is seriously ill.

W. D. Biddle will to-morrow take the position of assistant traffic manager of the Atchison, Topeka & Santa Fe road.

The Vandalia has put in interlocking signals at its crossing of the Lake Shore and Grand Trunk roads on its St. Joe extension.

To-morrow the general offices of the St. Louis & San Francisco road, which are located at Kansas City, will be removed to St. Louis.

H. C. Dimmock has been appointed commercial agent of the Chicago, Milwaukee & St. Paul road, with headquarters at Pittsburg.

The Cincinnati, Hamilton & Indianapolis yesterday hauled from here twenty-one coach-loads of basket picnickers to Blue River Park.

The Western and the Northwestern roads have agreed to advance rates, and Chairman Newman has called a meeting for July 2 to act on this question.

It is stated that W. H. Adams, general agent of the Union Pacific at Butte, Mon., is to succeed Mr. Johnson as general freight agent of the Gulf division.

L. F. Feiser, who, on June 1, left the position of assistant civil engineer of the Big Four, has accepted a like position on the New York, New Haven & Hartford road.

The Ohio Falls car-works have contracted to build thirty passenger coaches for the Central, of Georgia, and the company has contracted for additional freight equipment.

The Lake Erie & Western people are arranging for a big excursion to Chicago about Aug. 1, going from Indianapolis to Michigan City by rail, and then by boat to Chicago.

The Pennsylvania lines west of Pittsburg, for the month of May, show an increase in net earnings over May, 1889, of $90,513. The increase over 1889 for the year thus far reaches $346,861.

Owing to the strike the Illinois Central will not get on its new twenty-seven-hour passenger train between Chicago and New Orleans by July 1, as intended; the time has been postponed to July 7.

J. B. Strider, who for years represented the Baltimore & Ohio road in the West, but who has more recently represented the Union line at Chicago, is so ill that he has been obliged to tender his resignation.

H. W. Hibbard on Saturday night left for St. Joe to get matters ready to begin to ship freights over this extension on July 1. He expresses the opinion that the extension is to be a valuable feeder for the Vandalia.

All of the stock and equipments of the general offices of the Fort Wayne, Cincinnati & Louisville road were yesterday removed from Fort Wayne to the general offices of the Lake Erie & Western road in this city.

W. W. Brady, who looks after the passenger business of the Erie in this territory, states that the travel to Lake Chautauqua has already set in, and that this bids fair to be the banner year with the Erie in its Chautauqua business.

The claims for damages against the Illinois Central road, as a result of the strike, already reach $200,000, with many claimants to hear from. Live stock shippers and shippers of perishable freights are the most numerous of the claimants.

D. B. Martin, general passenger agent of the Big Four lines, was in the city on Saturday. He is much elated over the excellent business the several divisions are doing, in every case the passenger earnings running ahead of those of last year.

D. Bonticou will to-morrow take the position of chief engineer of the Kansas City, Fort Scott & Gulf road. It is believed that his employment as chief engineer of the company means that its lines are to be extended to the South Atlantic seaboard.

Indications are favorable to all the roads running into Terre Haute joining hands and building a union station at that point which will be an ornament to Terre Haute and a credit to the roads erecting it. The union station for which plans have been prepared, it is estimated, will cost $200,000.

The officials of the roads centering at Toledo are looking into the question of wages. The Michigan Central now pays more than the other roads to the employes in the yards and on the switching trains, and it is highly probable that the other roads will raise their scale of wages to conform to that of the Michigan Central.

J. Barnes, superintendent of motive power of the Wabash, is building ten heavy passenger engines for the road, in the construction of which he will introduce a number of improvements, some of which are of his own devising. Some very valuable improvements to locomotives are in general use which were the invention of Mr. Barnes.

The Kansas City Journal says that A. B. Stickney will resign the presidency of the Chicago, St. Paul & Kansas City railway July 1, and will be succeeded by J. M. Egan, the present general manager. W. R. Busenbark, now general passenger agent, will succeed Mr. Egan as general manager, and C. H. Holdredge will take Mr. Busenbark's place. Mr. Stickney will be a managing director of the system.

A Boston paper quotes one of the directors of the Cincinnati, Sandusky & Cleveland road as saying that if Mr. Ingalls would raise his bid high enough he might secure the road for the Big Four people, but the management of the C., S. & C. did not propose to make the Big Four a present of the property. He thought the decision of the Big Four people to parallel the line was a high compliment to the value of the existing road.

The Railroad Gazette shows that in the month of May there were 129 railroad accidents in this country, in which sixty-five persons were killed and 140 injured. The report shows that there were sixty-eight front and rear collisions, fifty-six derailments, and three boiler explosions. This is rather unusual, as during the year 1889 but four locomotive boilers exploded. That there should be so many collisions does not speak well for the men in charge of trains.

The Cincinnati, Hamilton & Dayton is greatly troubled for passenger equipment to handle its heavy traffic, and for heavy locomotives to haul its freight business. An officer of the road said, on Saturday, that the company needed twenty heavy freight and passenger engines, and fifty more passenger coaches. In passenger equipments but few Western roads have a larger number of coaches to its mileage than has the C., H. & D., but its passenger business increases so rapidly that it requires a constant increase of coaches.

The general passenger agents of the roads in the Central Traffic territory are beginning to act very sensibly. For instance, instead of cutting rates on the Knights of Pythias business which goes to Milwaukee next month, the Monon will run special trains and take them to Chicago, and the Big Four will run special trains to bring them home. To the meeting of the delegates to the National Education Society, which convenes in St. Paul next month, the roads between here and Chicago will give the privilege of going one way and returning over another road without any increase of fare or any cutting of rates or ill feeling between the competing roads.

As time passes there is less to show that the Pennsylvania had anything to do with the revolution in the directory of the Louisville, New Albany & Chicago road at its last annual meeting. It doubtless, like others of the great railroad companies, encouraged the election of a board of directors and, in turn, a general manager, who was conservative and not prone to disturbing rates. Now that the policy of the new management is definitely defined, no more is heard of the L., N. A. & C. being the great disturber of rates between the North and South. Even the Pennsylvania passenger men have come to the conclusion that they cannot longer use the rate-cutting of the Monon to make an excuse for any deficit in their business between the North and South.

The Louisville Commercial revives the rumor that the Chesapeake & Ohio management have decided to abandon Louisville as a terminal of the C. & O. road, that line reaching Louisville over the Louisville & Nashville road. The Chesapeake & Ohio, by making such a change, will force all the business for the C. & O. to go via Cincinnati, thus on both freight and passengers getting 162 miles additional haul. The Louisville & Nashville would get a 110-mile haul from Louisville to Cincinnati, instead of sixty miles to a connection with the Kentucky Central. This would be a rather serious blow to the Kentucky Central, but it may be a scheme to squeeze that line so that it will be sold to some of the parties which would be benefited were it a part of their system of roads.

A MILLION POSTAGE STAMPS.

Discouraging Application of Mathematics to a Foolish Craze.

London Queen.

A good many years ago some foolish or mischievous person started the story that for 1,000,000 used postage stamps £30 could be realized, or the reception of a child secured into some public institution. People were found who believed all this, or any modification of it, as regards the use to which the stamps might be devoted. Even souls were to be converted by the rubbish, for the "heathen Chinee" was so anxious to decorate his walls therewith that he would give his children to missions in exchange for them.

Inquiry always ended in a mystery, and second-hand stories were the most that were obtainable. The dupes of the delusion gradually lost heart and hope, and either wasted their collections or made toys and trifles of them. Meanwhile no one seems to have become a millionaire, though a case was recently mentioned in which a lady collected a quarter of a million in fifteen years, when the task was renounced, its results got rid of and offered in the city at 6d per thousand by the consignee. The subject has lately come up again, and at once to teach and warn rash adventurers some calculations have been made by the writer of this note. It is astonishing how few realize what a million means, although easy to say it is "ten hunered thousand."

Well, then, suppose a collector able to put together 15 stamps per hour for eight hours a day, she would have 120 for the first day, and 720 for a week of six days. We can scarcely expect this rate to continue for more than fifty weeks in a year, when the store would amount to 36,000. Pursuing the same dull round, and with equal success, at the end of five years the sum would be 180,000; at the end of ten years it would be 360,000; after twenty years it would be 720,000; five years more would raise the pile to 900,000, and if our figures are correct, the grand million would be completed after twenty-seven years, eight weeks, five days and a few odd hours. If the lady began her work at the age of twenty we may ask "Pray how old might she be" when she ended it? If her time and expenses were worth 3d per hour, the stamps would have cost her £883 5s. These calculations are very interesting, and will, I hope, astonish some who have not measured the work they are asked to do.

A Nonagenarian Traveler.

New York Letter.

The oldest in point of years of my city acquaintances, and the heartiest and most sprightly for his age is Colonel Charles B. Tappen, who was ninety-five years old in February, and started last week on a trip to California. He went alone and stepped on board the cars as buoyant as when, in 1812, he came to town from the rural parts of Jersey to seek his fortune here. His son, Mr. F. H. Tappen, is President of the Gallatin National Bank, and his nephew, A. B. Tappen, sat for fourteen years on the Supreme Court bench, but he is a younger man than either of them. Erect of figure, with a full head of white hair and snowy side-whiskers (he shaves himself every day), in possession of a good appetite and sound digestion, a lover of Shakspeare, and a reader of Plutarch's lives, this grand old man who stood on guard at McGowan's Pass and in the forts that frowned on Harlem Plains during the war of 1812, will be a revelation to the men of the Golden State. They will cease to talk of the magnificent climate of California when he tells them that during the seventy-eight years he has lived in New York he has not spent a dollar for doctors or drugs for himself. "Judge," I said to Judge Tappan, as this sturdy nonagenarian walked up and down his law office, smoking a cigar, "what do you think of this man, anyhow?" "I have my doubts," was the reply, "and am afraid that the family Bible is a blanked liar."

Light on the Silver Question.

Washington Post.

"Dear me," said Mamie to Maude, as she shoved a soggy caramel under her upper lip. "You should have been with me when I went to Congress."

"What did they do?"

"Oh, they talked about silver and things; it was awfully interesting."

"Oh, dear, I don't suppose I ever will understand this silver question."

"It's easy. You see, when you buy anything and give a man money for it very likely he'd rather have paper, because he can fold it up and put it in his vest pocket, although it's easier to lose that way, and some men would rather have silver and gold. And when they get too much gold, that tilts the balance of trade away over to one side, and you get all mixed up on your standards of value, and you can't tell which is a precious metal and which is a baser metal more'n half the time. On the other hand, the country has a large floating debt, and if you get into all this uncertainty you can't tell whether it is going to sink or swim. Some of them want the government to buy bullion and coin it, and, of course, this would be buy-metallism. Then, again, some want the white metal demonetized and some don't, and I am just dying to see how it is all going to come out.

"Isn't it lovely?" said Maude, under her breath.

A Baker's Dozen.

Ram's Horn.

You can pick out a dozen people in every community who would demoralize heaven in less than a week.

TAKE Simmons Liver Regulator. One dose is worth 100 dollars.

RECENT PUBLICATONS.

"God in His World" is the title of a work issued anonymously by Harper & Brothers, New York. It is a deeply religious treatise on the divine character and the relations of man to his Creator. Following what he considers a regular law of human development, the author constructs a theistic system which will fascinate some readers and interest many more, who may not necessarily accept his opinions. It is a purely individual treatise, in no respect controversial, in which Christ takes the central place both in the gospel revelation and in all true explication of nature and society. "The world," the author says, "is awaiting a new Pentecost. Every new cycle will more nearly approach the earthly realization of the heavenly harmony," and he reminds his readers that neither wholesome activity nor the repose of a vital faith can be looked for through supine submission to ecclesiastical authority. Indianapolis: Bowen-Merrill Company.

"A Japanese Boy," by Shinkchi Shigemi, a student at Yale, is a sort of autobiographical record of a Japanese boy's life, being the personal reminiscences of the author of his boyhood in the land of his birth. There is nothing sensational or romantic in the story, but it contains many curious revelations of family and domestic life in Japan. Without any pretensions to being instructive, it is far more so than most books of Japanese travel, and the pictures of still life and family life among these simple and happy people are very pleasing. The English style of the author is somewhat peculiar, and has a certain fascination which adds to the interest of the book. New York: Henry Holt & Co.; Indianapolis: Bowen-Merrill Company.

The last number of "The Church Review," issued in April, contained a very able discussion of Christian reunion, including articles from twenty representative ministers of the chief Protestant communions in this country, showing the basis on which they are willing to work for Christian reunion. The next number of the Christian Review, to be issued in July, will contain replies by equally representative men of the Church of England and of the American Episcopal Church. Together these articles make a very interesting symposium on the important subject of Christian reunion. New York: The Church Review Company, No. 1 Union Square.

A timely contribution to current discussion is a work entitled "Silver in Europe," by S. Dana Horton. The author has made a thorough study of the silver question. He was a delegate of the United States to the international monetary conferences of 1878 and 1871, and is the author of several works on different phases of the silver question. He is a firm believer in silver, and one of the strongest advocates of the bimetallic standard. This work is intended to show the present status and probable future of silver in Europe. Cloth, $1.50. New York: Macmillan & Co.; Indianapolis: Bowen-Merrill Company.

Anna Sewall, an English lady, wrote, not long since, the autobiography of a horse, under the title, "Black Beauty; His Grooms and Companions." It relates the fortunes of a noble animal in such a way as to convey much useful information concerning right methods of treating horses, and it inculcates lessons of kindness with vigor and persuasiveness. The volume, which is published by the American Humane Society, of Boston, sells for the remarkably low price of 12 cents, and is one of the very best books to put into the hands of any person who has anything to do with a horse.

"Nora's Return," by Ednah D. Cheney, is intended as a sequel to "The Doll's House," by Ibsen. There is no attempt to imitate the dramatic style of the other work, or to carry out the author's ideas, but it simply aims to give a correct interpretation of the character of Nora according to this author's conception, and to indicate a natural way of reconciliation between her and her husband. "Nora's Return" is a fairly good story, though not in any sense a strong one. Paper, 50 cents. Boston: Lee & Shepard; Indianapolis: Bowen-Merrill Company.

"Sister Saint Sulpice" is a novel translated from the Spanish of Armando Palacio Valdes. The story is written in the first person, the hero being the narrator, and, like most stories written on this plan, it leads to considerable minuteness of detail. Nevertheless it is an artistic piece of work, the plot is interesting, and the main characters admirably drawn. The scene is laid wholly in Spain. The story deals with Spanish personages and characteristics, and is entirely free from dullness. New York: Thomas Y. Crowell & Co.; Indianapolis: Bowen-Merrill Company.

"Outlines of Jewish History," by Lady Magnus, revised by M. Friedlander, is a condensed and comprehensive history of the Jews from Biblical times to the present day—or, to be more exact, from B. C. 586 to A. D. 1890. The book is written in a style intended to come within the comprehension of children, but it is also sufficiently attractive for older readers. It is a narrative of sad and curious interest. The text is illustrated by several maps. Issued by the American Jewish Publication Society, of Philadelphia.

"Stanley's Emin Pasha Expedition," by A. G. Wanters, is one of the recent additions to African literature. It tells an interesting story, beginning with the conquest of the Soudan, and continuing through years of African exploration, the revolt of the Mahdi, the siege of Khartoum, with the death of Gordon, the return of Dr. Junker, besides the story of Stanley's own adventures, including his successful relief expedition. It is one of the best works issued upon the subject. Illustrated, cloth, 50 cents; John B. Alden, publisher, 393 Pearl street, New York.

"Fact and Theory Papers" is the title of a series of monograms on scientific or literary matters of general interest. Two numbers already issued are "Suppression of Consumption," by Dr. G. W. Hambleton, and "The Society and the 'Fad,'" by Appleton Morgan. The first suggests a mode of doing away with consumption, and the other is a eulogy of Shakspeare, coupled with an attack on Robert Browning. These monograms are issued in papers covers; 40 cents each. New York: N. D. C. Hodges.

"The Economic Basis of Protection," by Prof. Simon N. Patten, of the University of Pennsylvania, is an able presentation of the tariff question from a protective standpoint, showing how the theory and philosophy of protection are sustained by experience as well as by logic. The author believes in an American system of political economy and complete emancipation from European vassalage. Philadelphia: J. B. Lippincott Company; Indianapolis: Bowen-Merrill Company.

"Twelve Hundred Dollars" is the title of a collection of short stories of New England life by Heman W. Chaplin. The other stories are six in number, entitled "The Village Convict," "St. Patrick," "Eli by the Lea," "In Madeira Place," "The New Minister's" and "Great Opportunity." Some of them have been published in the Century Magazine, while others are printed now for the first time. They are all good. Paper, 50 cents. Boston: Little, Brown & Co.

"Capons and Caponizing," by George Q. Dow, is a practical treatise on the art of preparing fowls for market by the method indicated. It is a small book, but it covers the whole ground thoroughly, and forms a complete self-instructor in the art of caponizing. Everybody who raises chickens, either on a large or a small scale, should have a copy. Price of the work, bound in cloth, sent post-paid, is 50 cents. New York: John B. Alden.

"The Prophet of Palmyra," by Thomas Gregg, is a history of Mormonism, in which the origin and evolution of the fraud are traced from its earliest beginning. The book contains much curious and interesting matter. New York: John B. Alden.

Henry Altemus, of Philadelphia, has issued a special edition of Jerome K. Jerome's work, entitled "Idle Thoughts of an Idle Fellow." The book is a collection of bright and readable essays on familiar topics, well suited for midsummer reading, and yet not trashy nor trivial. With a good deal of light humor they also contain many earnest thoughts quaintly expressed. This edition is handsome and attractive. Indianapolis: Bowen-Merrill Company.

A late addition to the "English Men of Action" series is a "Life of Havelock," by Archibald Forbes. It tells the story of the life and services of one of England's greatest men in a very interesting and attractive style. The book is one that can be read with equal pleasure by old and young. Cloth, 60 cents. New York: Macmillan & Co.; Indianapolis: Bowen-Merrill Company.

"Hereward the Wake," a novel by Charles Kingsley, is a strongly-written story. The scene is laid in England in the middle ages, and Hereward is represented as the last of the English. The story purports to be founded on historical events, and has that natural resemblance to history which Kingsley knew so well how to create. New York: Macmillan & Co.

"In Potiphar's House, by Rev. J. F. Hurt, is a strong exposition of the evils of unchastity, and of the temptations and dangers that beset the young. The object of the book is to provide a guide for young men over the stormy sea that lies just beyond the confines of youth. Cloth, 75c. New York: John B. Alden & Co.

John B. Alden, New York, has issued Prescott's "History of the Conquest of Pern" in two volumes, at the very low price of $2. This is made possible by the expiration of copyright. The books are well printed on good paper, with cloth binding and gilt tops.

Macmillan & Co.'s "English Men of Action" series is continued by a "Life of Captain Cook," by Walter Besant. The subject is somewhat hackneyed, but is invested with new interest by the author's lively and graphic style. Cloth, 60 cents.

Rand, McNally & Co., Chicago, issue two books on base-ball. They are "The Universal Base-ball Guide," edited by John Eckel and Frank Connelly; paper covers, 50c; and "Stories of the Base-ball Field," by Harry Palmer; paper, 35c.

"Easter Gleams," by Lucy Larcom, is a collection of religious or serious poems suggested by the Easter season. Some of them have been illustrated. Paper, 75 cents. Boston: Houghton, Mifflin & Co.; Indianapolis: Bowen-Merrill Company.

"A Marsh Island," by Sarah Orne Jewett, is published in the Riverside series, by Houghton, Mifflin & Co. It is a bright and wholesome story, with characteristic pictures of New England life.

Books Received.

"The Strike of a Sex," a novel by ?— New York: G. W. Dillingham.

"Doctor Jack," a novel by St. George Rathbone. New York: Street & Smith.

"The Mortgage Foreclosed," a novel by E. H. Thayer. Chicago: Belford, Clarke & Co.

"The Belle of the Season," a novel by Mrs. Harriet Lewis. New York: Street & Smith.

"Afloat in the Forest," a novel by Capt. Mayne Reid. New York: Worthington Company.

"Two Years Ago," a novel by Charles Kingsley. Paper, 25 cents. New York: Macmillan & Co.

"Hayne Home," a novel by Anna Oldfield Wiggs. Paper covers, 25 cents. Chicago: Rand, McNally & Co.

"Trovata," a novel by M. F. Seymour. Issued in the Globe Library series by Rand, McNally & Co., Chicago.

"The Evil that Women Do," a novel translated from the German of Helene Von Racowitza. New York: G. W. Dillingham.

"The Burnt Million," a novel by James Payn, author of "The Heir of the Ages," etc. Paper, 25 cents; New York: Harper & Bros.

"My Strange Patient," a novel by Mary Caldwell Montgomery. New York: The Minerva Publishing Company. Paper, 25 cents.

"Base-ball, and How to Become a Player," by John Montgomery Ward. Paper, 25 cents. Philadelphia, Penn Publishing Company.

"David Todd, the Romance of His Life and Loving," a novel by David Maclure. Paper, 50 cents; New York: Cassell Publishing Company.

"Burritt Durand," a novel by John McGovern, author of "Daniel Trentworthy," published in the Globe Library by Rand, McNally & Co., Chicago. Paper, 25 cents.

"A Daughter of Silence," by Edgar Fawcett, and "The Devil's Anvil," by Mary Kyle Dallas. Issued in the Belford American Novel series by the Belford Company, New York.

"Marion Graham, or, Higher than Happiness," a novel by Meta Lander, author of "The Broken Bud," etc. Cloth, $1.50; Boston: Lee & Shepard; Indianapolis: Bowen-Merrill Company.

FRENCH VANDALISM.

Wanton Destruction of Churches and Works of Art During the Revolution.

London Saturday Review.

In three years France lost 2,890 churches, among which not less that 260 abbeys were worthy of being considered national monuments. Of these perhaps the most splendid was the glorious basilica of St. Martin's, at Tours, the fourth largest Gothic church in the world, of which to-day we have only the foundations and a tower left. Even in the cathedrals and churches which were spared the images and statues were broken; the shrines violated, and at St. Denis, the bones of the Kings and Queens of France were thrown, pell-mell, into a pit of quicklime. Priceless stained-glass windows were shattered, beautiful shrines of gold and silver melted, and the silenced bells, torn from their lace-like towers, were sent to the foundries. The marvelous Mobilier, or furniture of France, estimated by Richer-Serisy, in his statistical account of the furniture belonging to the nobility and bourgeoisie in 1788, as being worth 1,400,000,000f., was wantonly destroyed, or, at the best, sold for a song to the bric-a-brac-dealers, who, even at the risk of their lives, flocked into France at this period, principally from England and Germany, ready to pounce upon any treasure they could secure for a few francs.

The works of art accumulated by the nobility—such, for instance, as the unique collection of antique prints and drawings by the old masters of the Abbe de Capmartin de Chapuy, the superb collection of ancient medals of the Duc De Chaulnes, the splendid galleries of pictures, statues, engravings and rare porcelains of the Prince De Conde, of the Duc De Chabot, the Comte De Vaudreuil, the Duc De Luynes, the Duc De Montmorency, the Duc De Brissac, the Marshal De Segur, Mme. Sorin and hundreds of others too numerous to mention—were simply torn from the walls and cabinets which had preserved them for generations and flung into the street in heaps, and either burned or stolen and sold for a few pence by the rabble. The libraries of the great abbeys, too, were ruthlessly destroyed; so, also, were the royal libraries and those of the nobility both in town and country; and then we have the Garde-Meuble, which contained the treasures of the royal house of France and the finest specimens of tapestry known to the world at that period. This was sacked, and even the celebrated collection of pearls—perhaps the finest which has ever existed—was not only dispersed, but its priceless gems crushed under the sabots of the mob.

At Verdun brutes burned, in the middle of the market-place, three Rembrandts, four Vandycks, a Raphael, and about two hundred other pictures by the old masters, while a band of female furies hopped round the flames, hand in hand, shrieking, "Ca ira! Ca ira!" The great library of the Benedictines of Cluny was sold in the Place da la Sorbonne for 1,450 francs, the illuminated missals being paid for at the rate of 6 sous a pound. The Cordeliers of Paris possessed an exceedingly rare collection of medical works dating from the sixth century. These were hacked to pieces and sold in fragments for 1,163 francs. There were 42,000 volumes. But vandalism was rampant all over the country. At the chatean d'Anet the mob broke into a thousand pieces an exquisite statue of a stag by Jean Goujon simply because they thought it was the emblem of the old hunting rights.

The missals of the royal chapel at Versailles were thrown out of the windows to the people, who tore the beautifully illuminated leaves out and stuck them on the points of their weapons. In less than eighteen months six hundred magnificent country houses—some of them of almost regal dimensions—were either razed to the ground or burned, with all their contents, documents of inestimable value to political and domestic history, pictures which generations had collected, furniture which had employed the greatest artists of the Renaissance and the seventeenth and eighteenth centuries to design and execute. In a word, all that was beautiful seems to have been converted or perverted into an object of hatred. Art, the masses were told, represented the past—that past which, with all its faults, possessed many virtues, but which they were assured was the incarnation of a slavery from which violence, destruction and bloodshed alone could deliver them. It has taken France a hundred years to recover partially what she lost in a few months under a revolution which there are not wanting educated men to-day to glorify.

Not Entitled to Any.

Chicago Tribune.

"I thought you had got a new trial, Bill," called out a friend of the prisoner whom the sheriff was putting on the train for Joliet.

"No," answered the abject wretch, who had stolen a cow. "It was the feller in the cell next to mine, that killed his wife. that's got the new trial."

KIDNEY affections of years' standing cured by Simmons Liver Regulator.—J. W. Poynts.

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.

AUCTION SALE.

AUCTION SALE OF FINE FURNITURE, pictures and household goods. I will sell at the residence, 247 North East street, this morning, June 30, at 10 o'clock a. m., the full furnishing of a ten-room house, consisting of fine parlor suites, seven (7) bedroom sets, carved and plain antique oak with fine cheval glasses, one oak folding bed with glass front, fine upholstered rockers, sixteenth century finished chairs, cane seat dining chairs, elegant sideboard, fine walnut sideboard, pattern refrigerator, extension dining-room table, seven (7) plain and decorated chamber sets, antique oak wardrobe, antique oak hatrack, ingrain carpets, library case, parlor clock, center tables, portieres, lace curtains, shades, feather pillows, cotton and cotton-top mattresses, woven wire and spiral bed springs, cook stove, dishes, etc. These goods are all as good as new, having been in use only a short time, and they should have the attention of those who wish to add to their house-keeping outfit. Terms cash.
L. N. PERRY, Auctioneer.

SUMMER RESORTS.

SPENCER
HOTEL AND SANITARIUM
SPENCER, IND.
Wonderful Sulphureted Silurian Water. Potent against Dyspepsia and its train of ills. Splendidly-appointed baths. $2 per day. Special rates given. Good board in private families, $3.50 to $5 per week.

LONG BRANCH.
WEST END HOTEL.
COTTAGES and RESTAURANT OPEN JUNE 14
Hotel Opens June 21.
Transient rates, $4 per day and upwards.
Weekly rates, $25 and upwards.
D. M. & W. E. HILDRETH,
New York Office, Metropolitan Hotel.

OFFICE OF
PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY COMPANY,
CHICAGO, ST. LOUIS AND PITTSBURG RAILROAD COMPANY.
PITTSBURG, June 18, 1890.

At meetings of the Boards of Directors held June 4, 1890, it was resolved that the following basis for the Consolidation of the Pittsburg, Cincinnati and St. Louis Railway; the Chicago, St. Louis and Pittsburg Railroad; the Jeffersonville, Madison and Indianapolis Railroad, and the Cincinnati and Richmond Railroad, into the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, be submitted to the shareholders for their action at special meetings to be held as follows:

Pittsburg, Cincinnati and St. Louis Railway at Columbus, Ohio, August 19, 1890.

Chicago, St. Louis and Pittsburg Railroad Company at Indianapolis, Ind., August 20, 1890.

PROPOSED BASIS OF CONSOLIDATION.

These roads have an aggregate mileage of 1051 miles, having their eastern terminus at Pittsburg, and extending via Columbus to Louisville, Indianapolis and Chicago, and through controlled or affiliated lines to Cincinnati and St. Louis.

The new Company is to have an authorized capital of $150,000,000, of which $75,000,000 will be in bonds and $75,000,000 in stock, in shares of $100 each, of which latter $30,000,000 will be preferred, and $45,000,000 common stock.

Of the bonds about $42,000,000 are to be set aside to provide for the redemption of the debts that are secured by prior liens on the roads to be consolidated, as follows:

BONDS.

Present Mortgage Debt Pittsburg, Cincinnati and St. Louis Railway, say	$13,932,000
Present Mortgage Debt Chicago, St. Louis and Pittsburg Railroad, say	20,753,988
Present Mortgage Debt Jeffersonville, Madison and Indianapolis Railroad, say	4,531,000
Present Debt Cincinnati and Richmond Railroad	2,508,000
Say	$41,724,988

Leaving about $33,000,000 in the treasury of the consolidated company for betterments, purchase and construction of additional railways and other lawful purposes.

The preferred stock is to be non-cumulative and entitled to a dividend of 4 per cent. per annum out of the net earnings as declared by the Board, with the right, after 3 per cent. has been declared on the common stock, to an additional 1 per cent., making five in all.

The common stock is to be entitled to 3 per cent. per annum out of the net earnings as declared, after 4 per cent. has been declared on the preferred, and to an additional 2 per cent. in any year after the preferred shall have received up to 5 per cent. After 5 per cent. has been declared in any year on both preferred and common stock, any additional surplus earnings, when declared, are to be shared equally by the preferred and common stock.

Of the preferred stock of $30,000,000, about $21,000,000 are to be issued in exchange for stock of the respective companies, as follows:

PREFERRED STOCK.

For the present first preferred 7 per cent. stock, Pittsburg, Cincinnati and St. Louis Railway Company, par for par	$2,929,200.00	
For the present second preferred non-cumulative Pittsburg, Cincinnati and St. Louis Railway Co., par for par	3,000,000.00	
For the present common stock of the Pittsburg, Cincinnati and St. Louis Railway Co.	2,508,000.00	
For two-thirds of the present preferred stock, Chicago, St. Louis and Pittsburg Railroad Co., par for par, say [The other one-third being represented by common stock of the Consolidated Company.]	11,686,562.50	
For one-half of the present stock of the Jeffersonville, Madison and Indianapolis Railroad Co. [The other half being represented by common stock of the Consolidated Company.]	1,000,000.00	
		$21,123,762.50

Leaving a surplus of nearly $9,000,000 in the treasury for use as aforesaid.

Of the common stock about $21,000,000 are to be issued in exchange for stock of the respective companies, as follows:

COMMON STOCK.

For the present common stock of the Chicago, St. Louis and Pittsburg Railroad Co., par for par, say	$9,105,901.12	
For one-third present preferred stock Chicago, St. Louis and Pittsburg Railroad Co. [as before noted], say	5,843,281.25	
For one-half present stock Jeffersonville, Madison and Indianapolis Railroad Co. [as before noted]	1,000,000.00	
For accumulated dividends now due on first preferred stock, Pittsburg, Cincinnati and St. Louis Railway Co., say	4,600,000.00	
		$20,549,182.37

Leaving a surplus of nearly $23,000,000 in the treasury for use as aforesaid.

As it is desirable to have a full representation of the stock of the company, shareholders who cannot be present are requested to send their proxies to the Secretary, with instructions how to vote the same.

By order of the Board of Directors.
S. B. LIGGETT, Secretary.
P. O. Box 1047.

WANTED—MISCELLANEOUS.

WANTED—TEAMSTERS AND SCRAPER-holders. Apply on R. R. work, Peru, Ind. J. E. LYMAN.

WANTED—FIFTEEN STRONG ACTIVE MEN immediately, at Vincennes Pipe-Works. Steady work for good men. BELL-ARMISTEAD MFG. CO., Vincennes, Ind.

WANTED—TEN GALVANIZED-IRON CORnice men. Apply or address Columbus Galv. Iron Cornice Works, Columbus, Ind. HY. STRASSNER, Proprietor.

WANTED—SITUATION—BY A BOY NINEteen years old, in wholesale dry goods or shoe house, to learn the business. Had one year's experience. Wages no object. Address P. L. G., Journal office.

WANTED—RAILROAD LABORERS, DRIVers and scraper-holders, New London, O. One dollar per day and board for drivers, $1.50 and $1.75 for scraper-holders. Apply on work or address L. C. DRESBACK, New London, O.

WANTED—Salesmen at $75 per month salary and expenses, to sell a line of silver-plated ware, watches, etc., by sample only; horse and team furnished free. Write at once for full particulars and sample case of goods free. Standard Silverware Co., Boston, Mass.

LOST.

LOST—BAY COW—ONE HORN TURNING toward the eye. A liberal reward will be given to the finder. JOHN F. WALLICK, 496 North Meridian street.

LOST—PLAIN LEATHER POCKET-BOOK—Left in Pew 92 at Second Presbyterian Church, yesterday morning; marked "A. McK." Return to Journal office. Reward.

STRAYED.

STRAYED—FROM MY FARM, NEAR Brownsburg, June 28, one six-months-old Jack, brown color, no particular mark. Liberal reward leading to his recovery.
GEORGE W. SALMON.

ANNOUNCEMENTS.

INDIANAPOLIS STEAM CARPET-BEATING CO., 270 E. Washington st. Telephone 1101.

CLASSES NOW OPEN IN DELSARTE SYSTem of Society Gymnastics and Art of Expression. GRACE B. WHITRIDGE, of the Boston School of Oratory, 88 East Pratt street.

FINANCIAL.

MONEY—QUICK—TRY BRYAN, NO. 36 CIRcle street.

LOANS—MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street.

FINANCIAL—MONEY on MORTGAGE, FARMS and city property. C. E. COFFIN & CO.

SIX PERCENT. ON CITY PROPERTY IN INdiana. ISAAC H. KIERSTED, 13 Martindale Block.

MONEY ON WATCHES, DIAMONDS, JEWelry, without publicity. CITY LOAN OFFICE, 57 West Washington street.

MONEY TO LOAN ON FARMS AT THE LOWest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

POLITICAL ANNOUNCEMENTS.