

AFFAIRS OF THE RAILWAYS.

Freight Traffic Unusually Heavy for Midsummer. Showing Widespread Prosperity. The volume of business moving is a surprise to freight men. Usually in the first half of July a light traffic is looked for, but this year has proven an exception. It will be noticed that this year 1,179 more loaded cars were received and forwarded at Indianapolis than in the corresponding week 1889, and 2,146 more than in 1888. What makes this increase more remarkable is the fact that both the Big Four and C. & D. suffered last week from the strike at Cincinnati of the freight-handlers. Eastward shipments of live stock are the heaviest ever known in July, and of the cattle shipped 85 per cent. were fine cars for export. Shipments of grain have also increased considerably the last two weeks. Westward there has been a decided increase in tonnage of fine coal. It is rather unusual for this class of freight to be as heavy in July, and it indicates that the merchants over the West and Southwest and the North are active in the market. Excellent fall trade. North-and-south roads are doing a highly satisfactory business, it exceeding in volume that of any former year. Shipments of ice and machinery to the Southern markets continue heavy, and watermelons and Southern pine for car-works are coming north by the train-load. One day last week sixty-three car-loads of watermelons were brought into Indianapolis over the Southern line, and in the morning following the same quantity of this fruit. Local business continues very heavy. Never before was there so much ice handled by Indianapolis. It comes here from the North by train-loads, and what is not used here goes to surrounding cities and towns. Besides, the shipments through here to Southern points are enormous. In all over the State, as well as at Indianapolis, there is a good deal of building going on, and for this reason shipments of stone, lumber, lime, brick, hardware and paints are largely in excess of former years. In some of the city freight depots platform men are working overtime, with its unusual in July. Freight men predict a large fall business, so promising are the conditions generally. The striking mania will probably subside by the close of the month, and then business will boom. Below are the number of cars received and forwarded at Indianapolis in the week ending July 12, as compared with the corresponding weeks in 1889 and 1888:

Table with columns: Name of Road, Loaded cars, 1889, Loaded cars, 1888, Loaded cars, 1889. Rows include L. N. & C. Air-line, C. & D. (Ind'p't'div.), L. E. & W., Penn. lines, Big Four lines, and Vandalla.

The Washash in a Dilemma. The Washash people seem to be placed between two fires. The Toledo Commercial says: "The company has terminated at both cities, and the facilities at one place either at railroad or lake connections, are as good at one place as at another. Under the Jay administration of the road all the traffic from St. Louis and the South was sent to Detroit via Logansport over the Detroit division. This made the people of Toledo very angry at the Washash company, and the state of things continued until nearly half of the employees in the Washash service were laid off on account of having nothing to do. Under the present administration of the affairs of the road the southern business has been taken from Detroit and sent to Toledo. Now the Detroit people are on their ear, and have not a good word to say for the company. Toledo agrees to form a direct route between the south and the East and will retain the business."

New System of Handling Freight. The novel way which Superintendent Nelson, of the Cincinnati, Hamilton & Dayton, hit upon to get out of trouble with the striking freight-handlers, it is believed, will be generally adopted in due time by the roads. Superintendent Nelson made a contract, just as a vessel captain does with the foreman of a body of "long-shoremen, to load or unload a certain number of tons of merchandise at a given price per ton. The company pays the contractor and he, in turn, pays the long-shoremen. To put up bonds to do the work and to secure the road against all loss from delays in loading and unloading. The railroad company is in no way connected with the body but the contractor. It is said that the freight-handlers are rather pleased with the idea, except that it will have a tendency to drive the old men out of the large per cent. of the freight-handlers at stations on such roads as the C. & H. D. and the Pennsylvania.

Personal, Local and General Notes. The Lako Erie & Western people announce a Niagara Falls excursion on Aug. 6. The Car-service Association of Cleveland has reduced the average attention of cars by shippers and consignees to 1.37 day. R. R. Southernland-to-day takes the position of assistant superintendent of the Union Pacific, with headquarters at Beatrice, Neb. H. F. Nichols has been appointed assistant superintendent of the Seattle & Northern road. Mr. Nichols was formerly with the Northern Pacific. As predicted, ticket-scalpers are leasing rooms in the hotels at Chicago, taking the places of the regular ticket agents who were withdrawn on July 1. W. B. Outten, chief surgeon of the Missouri Pacific road, will, on the 20th of this month, sail for Berlin to attend the international medical congress at Berlin. The general managers of all lines operated in Texas are to have a meeting in St. Louis July 21, to take steps to strengthen the Southern Interstate Association. The rates on wool east bound out of St. Louis, and Chicago, as well as, are considerably demoralized. Charges of wholesale cutting are secure the business are made. F. A. Delano-to-day takes the position of superintendent of freight terminals at Chicago of the Chicago, Burlington & Quincy road, vice C. G. Wilson, promoted. William Kline, superintendent of telegraph and Ohio western division are to be reduced to twenty-six feet to the mile. Some of the grades on this division are now forty-seven-feet grade. Charles E. Stone, chief clerk of E. O. McCormick, general passenger agent of the C. & D., has resigned to accept the position of assistant general passenger agent of the Chicago & Eastern Illinois road. The Chesapeake & Ohio is exceeding the expectations in its amount of earnings. The first six months of this year it earned \$3,569,477, an increase over earnings of the corresponding period in 1889 of \$265,358. The car-service associations in the West are accomplishing to match what Eastern roads have taken the matter up in earnest, and at all important road centers steps are being taken to establish such institutions. E. C. Davidson to represent the passenger department of the Mackey lines in Kansas City. The company proposes to get some of the east-bound through business over the Louisville, Evansville & St. Louis road. The western extension of the Washash to Chicago seems to be a fixed fact. The survey has been completed and the right of way has been secured much of the dis-

ance. The deeds are made to O. D. Ashley, president of the Washash company, as trustee. The Erie still continues to handle the bulk of the grain delivered at Jersey City or New York, last week delivering more cars than all the other roads put together. As the other roads are all busy with local traffic largely there is no fault-finding as regards the Erie. The Lehigh Valley will undoubtedly extend its line to Philadelphia. The Pennsylvania Company is encouraging the company in securing an independent entrance into that city, as it will then be cut out into the business of the Philadelphia & Reading, it is thought. A. G. Wright, roadmaster of the Indianapolis division of the Louisville, New Albany & Chicago road, has resigned. His place has been filled by H. Bowen. Mr. Wright is one of the oldest and best road men in the State and has made a good showing in improving the road-bed of the Monon. A railroad official who keeps well abreast with the times says that he would not be surprised to learn at any time that the Pennsylvania Company has resigned. The Indianapolis, Decatur & Western road. The Mackey people, as well, it is said, have made another proposition to purchase the property of the Erie.

It is now eight years since the express companies introduced the system of money orders, which has become so popular with business men. One of the companies has introduced a new and improved money order. It resembles in size a bank draft and the name of the payee, where payable, and the name of the remitter appear on its face. The Louisville, New Albany & Chicago is making a very handsome increase in earnings of late. The earnings of the road for June reached \$297,223, an increase over June, 1889, of \$24,410. The increase this year has been \$57,381, nearly one-half of which was made last month, and July bids fair to considerably exceed June. Both the stone and coal traffic of the road is limited to the cars that they can command.

DECLINE OF BASE-BALL. Its Sudden Unpopularity Shows That Americans Care Little for Athletics.

What Mr. Silas Wegg would have entitled, justly enough, The Decline-and-Fall of Base-Ball. The craze for base-ball this year is so marked, seems to imply that real love of sport, for sport's sake, does not exist in America, at least not to any such extent as for some time has been supposed. The "craze" for base-ball, which mounted to its height last year, seemed to show a deep-rooted and wide-spread interest in athletic contests, which would have many persons who rarely or never looked upon a game viewed with approval rather than with indifference. For in the history of anything like a betting exhibition there was nothing unwholesome about base-ball, and though the games were "professional" they were not often "throwing." They were exhibitions of many strength and skill, and they stimulated amateur practice, to the considerable advantage of our youth. Athletics of all sorts no doubt may be and will be overdone, but their excesses are probably the least harmful of all excesses that may come, and the practice and love of athletics and of all good sports may be one of the necessary and proper qualities of conquering and ruling races like our own. It is at least as true that no people without love of many sports ever made a score in the world's record as it is that, as the late Daniel Webster said, no people ever lost their liberties who had a water-fall twenty feet high. In point of fact, even, we shall hardly better the Greeks, who defied strength, and it can scarcely be doubted that a game of different degrees of decent sports in the whole, a desirable feature of national life. It is, therefore, somewhat unpleasant to discover as to base-ball that, in fact, it was not the love of sport that in former years drew such crowds to the games, but chiefly local pride and envious interest in a "race" between the two cities, and in the "come out ahead" that people thronged the grounds and studied the tables of percentages in the newspapers. Only last year all this was familiar, and at this year, few know or care whether games are played or not. One hears that New York has beaten Chicago, and must ask what New York and Chicago are before getting into the details of the news; and when the meaning comes, it is of but little significance. The division of the players into diverse groups, and the breaking up of the teams, destroyed all feeling of local pride and interest in the contention between city and city, and the game itself attracts nobody. It may be better played than ever, but here in town this week New York has been playing Chicago—two first-rate clubs contending on their own home grounds. Last year the conditions would have drawn from 8,000 to 12,000 persons every day, but for the three days of this week the games were witnessed by scarcely more than 500 persons on an average, and at the same time, but the attendance there was this also. Moreover, the lookers-on are deficient in quality almost as much as in numbers; the old "base-ball crowd" exists no longer. It is almost amazing to find that, practically, nobody cares for "the national game" for its own sake, at least as displayed by the professional players. The only interest in the amateur matches—as between colleges—has no deeper root than the same love of triumph for "craze." If mixed with Yale, and Harvard, and Princeton, for example, were to play each other, though there might be a finer exhibition of good playing yet doubtless the interest would be small and uninterested. All this means that in America we do not really care for sport. People may take this differently. Some people may esteem it a duty to draw in advance of our English ancestors and cousins, and though, as the Duke of Wellington is reported to have said, Waterloo was won on the Plains, it is not to be able to accomplish larger tasks without any preliminary play whatever. That will be time gained, then, perhaps in the increased and increasing gravity and perplexity of the world's tasks we may need all the time for mere work, and the spirit of sport may be accounted out of date and superfluous. But it is urged that people will not give all the time to work, and that the question is what they shall do with their by-hours. As to this, we believe there must be general agreement that bodily exercise is the least objectionable form of such employment; but for a widespread and really national tendency to do this, in spite of many diverse indications, but little firm and abiding evidence yet appears.

FROM ITALIANS TO AMERICA. The Great Statue of Columbus to Adorn New York—It Will Cost \$200,000.

Down in the lower part of the city, probably the most interesting and important of the course of two years a magnificent monument to Christopher Columbus. Not only will it be a tribute to the memory of the great navigator, but it will also be a monument from the Italians who have found homes in this country to their adopted land. The plans and designs were chosen at a meeting of the Italian community in New York, held at the Germania Assembly rooms Monday evening. The scheme of erecting and presenting to the city of New York, and its details have been carried out in a manner that insures an artistic success. We are not going to describe the monument, as we have already done so in our issue of the 27th. Carlo Barzotti yesterday, "such as those that now too frequently disgrace your streets and parks. About a year ago we began to work upon the monument, and the Italian Minister of Foreign Affairs to appoint an commission of Italian artists and authorities to select a design and a sculptor, and to coordinate with the Italian home government entered heartily into our plan, and a commission was appointed that embodied the highest artistic talent. "That commission has done its work, and it was on its report that our meeting last night acted. Of course, we accepted what the commission recommended without question. By the order of King Humbert there was a public competition. The design submitted by Gaetano Kasso, an eminent sculptor of Rome, was selected. The statue will cost \$200,000. Its height will be seventy-five feet. The base will be fifteen feet square, and of Italian granite, and will be supported by four columns. It will support the statue of Columbus. An Italian genius hovering about a globe, in representing America looking upward to the great navigator. Oct. 12, 1892, will be the four hundredth anniversary of the discovery of America, and it is fitting that the people of this country should bring here before that on an Italian man-of-war, and will be unveiled with proper pomp and ceremony. This monument will be truly a gift of the Italian Americans to America. It is not given by a few men. The biggest subscription has been \$300. Subscriptions are being sent in from all the great cities in the country. Many of the amounts are ridiculously small, but just as welcome. It is our desire to have every Italian business man contribute. We have raised to date \$5,000 in cash; \$2,000 of this has been sent to our commission in Italy. We also have on hand \$100,000. The gifts are as good as money, for we have a plan to hold a big fair next fall. There will be no difficulty in raising the balance. We are confident that the design selected will enable us to secure the statue, we and Americans as well may be proud."

NOVEL QUESTION OF SUFFRAGE. Can Wyoming Women Vote in Other States When They Move from Their Own.

The admission of Wyoming brings into the Union a State wherein women are full-fledged voters, and a question arises as to what will be their status as citizens of the United States. The fifteenth amendment says that "no State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States," and as the women of Wyoming are citizens of the United States, and the new State has the right to vote, it is claimed that if they go into other States they cannot be denied the suffrage, but must be treated in the same manner as the States in which they come. The fifteenth amendment undoubtedly confers privileges and immunities which citizens take with them on going from one State to another, and such rights are beyond the reach of State laws; but it is well settled that they are civil and not political in character. A citizen of one State has the right to migrate to any other State, and without asking permission, make his home there and acquire property, and demand the same rights as the citizen of that State. A State cannot deny the citizen who comes from another State the right to engage in any lawful occupation, or to bring his property into the State, or to form a corporation to protect his rights of life, liberty or property. Any fundamental civil right comes under the protection of the fifteenth amendment, and, in respect to such privileges or rights. These vary in the different States, and the only federal limitation is in the provision forbidding discrimination on account of race, color or previous condition of servitude. The States may prescribe any conditions they see fit as to naturalization, length of residence, age, sex, or they may impose property or educa-

WOMEN AND WAGES IN EUROPE. The Lot of the Laborer in the Old World—How the Poor of Belgium Live.

El Perkins's Brussels Letter. Everything made by human hands in Europe grows cheaper as you go east from London toward Asia. This is because labor grows cheaper till we reach China, and the skilled mechanic gets 10 cents per day. Skilled workmen, such as carpenters, brick-masons and railroad engineers, who earn from \$5 to \$8 a day in America, about \$1 50 a day in England, and \$1.25 in France, \$1 in Belgium, 50 cents in Germany, 50 cents in Austria and 30 cents in Hungary. I saw men laying bricks in Belgium for 10 cents per day, while women were carrying mortar up a ladder to them for 30 cents per day. A plain gray or checked woolen suit of clothes, which would cost \$15 a day in England, and \$12 in England and France, \$10 in Belgium, \$9 in Germany, and \$8 in Austria and \$7 in Hungary. That is, meat, bread, sugar, coffee and all vegetables, cost from one-third to one-half more there than in America, while plain clothing is from one-third to one-half cheaper than in America. In America wages are high and food is cheap, and the two grow richer and cheaper as you go west, till you get beyond the Missouri, while in Europe wages are low and food is high and dearer as you go east until you reach Asia, where wages go to almost nothing. The high price of food, especially meat, in America is not only made up by the use of meat and eat cereals. When he eats wheat or rye he can live as cheaply as a horse. The old slave in the South, who received a living man in Egypt. Our driver who drove us from Wiesbaden to Schwalbeck fed his horse on coarse rye bread and ate the same bread himself. It seemed funny to see him cut off a big slice for his horse and then a little one for himself. "You are very democratic," I said; "you put yourself on an equality with your horse." "Yes," he said, "we eat the same bread, but sometimes I get a piece of bacon." "Which gets the best treatment?" I asked. "Oh, the horse. When I am sick my pay stops and I go hungry, but when the horse is sick he gets rest and food." "Don't you wish you were a horse?" "Yes, master," he said, wearily. "I wish I were."

In eastern Belgium two women were harnessed to a cart. The owner of the cart said: "They draw as well as a horse, and it don't cost so much to feed them." Mr. J. B. Johnson, of St. Louis, engaged a German man to work for him in St. Louis, Germany, for a mark, or 24 cents a day, the young lady boarding herself. The landlady of the hotel in which he broke into a frenzy, and, with Clapham-street gestures, exclaimed: "It's downright extortion. You are throwing your money down the drain. I can get you plenty of governesses at half and more than the rate of \$10,000 a year when in St. Louis. I reached about originating in a fiction comparable with "Mother Goose Melodies," hydrophobia has developed rather from excited ignorance than from pernicious effects of long looking at signs and notices with the sickness of "dog-days." The success of Pasteur institutes as feeders of the epidemic of hydrophobia has been abundantly demonstrated. The German Government established there have been the focal points of rabid dogs and victims of a silly fear. If there were ever a case in which "ignorance" was the cause of a disease, it is the very commencement of a demonstration with present knowledge of hydrophobia cures. Time was when every family in New England looked upon the dog as quite as important a member of the household as the cow. But there is not a word of rabies in the early history of that locality, nor was the dog ever a member of the household as a fiction to scare meddlesome children and trespassing strangers. It is not necessary now to discuss the scientific aspect of the case. On the other hand, a wide difference of opinion among the most eminent physicians. To them is to be left such study and discussion as may advance the science of the disease. It is well, however, to suggest to the lay mind that no scientific authority is given to the proposition that hydrophobia is a well-defined entity, and that it is a disease of terror. On the contrary, thousands of the most eminent physicians in the country, and those of widest experience will testify that the disease is not a disease of terror, but that in all their practice they have never seen a case of genuine hydrophobia or fatal "madness" from the bite of a dog.

THE HYDROPHOBIA FAD. Fight, Not Rabies, the Cause of Illness and Death from Dog-Bites.

Constantinople is the paradise of dogs of every breed, and the cause of the epidemic of hydrophobia, and will probably never have fear of that disease unless it be stimulated by means proved efficacious in consumption, kidney and liver diseases, malaria, seminal weakness, urinary troubles, all blood diseases, etc., the demand for which has grown to such extent that it has been found necessary to open depots in several Eastern cities for the sale of the same, and a company, known as the Gun Wa Chinese Herb Remedy Company, and accompanied with abundant capital, has been incorporated to conduct the business. All correspondence should be addressed to the

GUN WA CHINESE HERB REMEDY CO. 25 West Washington Street, INDIANAPOLIS, IND.

BUSINESS DIRECTORY. THEODORE STEIN, ABSTRACTOR OF TITLES, 86 East Market Street. ELLIOTT & BUTLER, Hartford Block, 84 East Market St. ABSTRACTS OF TITLES.

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WYOMING WOMEN. The Independent. We do not in the slightest doubt the good intention of the Bishop, but it is neither sense nor courage which controls his utterance. He needs to have his eyes opened. He needs to learn the lesson taught to the servant of that man of God, Elsie, and to listen to a sermon from Second Kings, vi, 16.

A Little Inside History. St. Louis Post-Dispatch. The real cause of the spasms of indignation indulged in by the Louisiana Senate over the alleged attempt of Governor Nichols to overthrow the Constitution by vetoing the infamous lottery bill, has been brought to light. The lottery men lacked the vote in the Senate to carry their bill, and they were obliged to swallow the bitter pill of a veto. The only course open to them, therefore, was to bring the matter to the attention of the Governor's action, and their tools in the Senate and House did their bidding. The bill must now be passed upon by the Supreme Court before it can be sent to the people for ratification. The attentions of the lottery men will hence be devoted to the court, and an effort will undoubtedly be made to procure the faint of corruption even upon that sacred tribunal.

Advice to Bishop Potter. The Independent. We do not in the slightest doubt the good intention of the Bishop, but it is neither sense nor courage which controls his utterance. He needs to have his eyes opened. He needs to learn the lesson taught to the servant of that man of God, Elsie, and to listen to a sermon from Second Kings, vi, 16.

Too Eminent for the Herald. Milwaukee Sentinel. In his speech at Indianapolis Governor Hill was absurd enough to charge that the census was conducted fraudulently in the interest of the Republican party. The New York Herald is pretty Democratic, but it kicks against such an absurd charge.

SPRING-TIME stir up the bile. Singapore Liver Regulator removes it.

TESTIMONIALS OF PRACTICAL MEN. This makes the strongest corner ever constructed. WIRE GOVERNOR. CLEVELAND FARM FENCE, Pat'd Feb'y 5, 1889. PRACTICAL, STRONG and SAFE. GEN. T. A. MORRIS, Ex-State-House Commissioner, and President Indianapolis Water Co., says, under date of May 1, 1890: "The Cleveland Fence, taking the cost into consideration, is the STRONGEST, NEAREST, MOST DURABLE and CHEAPEST FENCE I HAVE EVER SEEN. I have nearly a half mile of it around my grounds, preferring it to all others. It seems to me its merits are such that it must come into general use. Very respectfully, 'T. A. MORRIS.' D. H. ALMOND, one of our shrewdest and most successful farmers, living ten miles northeast of city, under date June 23, 1890, says: "The eighty rods of Farm Fence that you put up for me last November has stood firm, turns stock, and is, in my mind, the best and cheapest stock fence I ever examined. Your horizontal brace corner is new, and the only construction that I have seen that resists perfectly the tensile strain of the fence wires. D. H. ALMOND. N. N. MORRIS, real-estate and loan agent, 94 East Market street, city, under date June 30, 1890, says: "Gents—I have had considerable experience in Farm Fencing. I consider your horizontal brace corner, that you put up for me, with the anchor and guy running from intermediate post, the only perfect fence corner ever constructed, as it does not change its position, and the brace does not help lift the corner out of the ground, as the old-fashioned braced corner always did. I consider that you have solved the Farm Fence Corner question. N. N. MORRIS. It is sweeping the field in every State where it has been introduced. It does not injure stock, wires cannot break, and is low priced. Send for circulars.

CLEVELAND FENCE COMPANY. 20, 21 & 22 BIDDLE STREET, INDIANAPOLIS, IND. "MY WIFE AND I" Are Both Well, and Were Restored by Gun Wa's Chinese Herb Remedies. KITTANNING, Pa., July 10, 1890. My wife and myself have been greatly benefited by your valuable Chinese Herb Remedies. A number of my friends to whom I have recommended them have all been benefited by them. The person I got the cancer medicine for is so greatly improved that I feel certain that one more treatment will cure him. JOSEPH BRAUNN. These herbal remedies effectively cure in cases of dyspepsia, neuralgia, rheumatism, tape-worm, female weakness, consumption, kidney and liver diseases, malaria, seminal weakness, urinary troubles, all blood diseases, etc., the demand for which has grown to such extent that it has been found necessary to open depots in several Eastern cities for the sale of the same, and a company, known as the Gun Wa Chinese Herb Remedy Company, and accompanied with abundant capital, has been incorporated to conduct the business. All correspondence should be addressed to the

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