MR. LYNCH'S GREAT SPEECH

Colored Men Greet Him and Indorse His Views with Broadsides of Applause.

He Speaks for His Race and the Republican Party with Truths of History Supporting Him—Reception to the Orator.

The meeting that greeted Hon. John R. Lynch, the distinguished colored orator of Mississippi, at Tomlinson Hall, last night, was one of which he might well be proud, as no fewer than 2,500 persons, four-fifths of them being people of his own race, were assembled to do him honor. The meeting was organized with the following officers:

President.
W. D. McCoy.

Secretary.
L. D. S. Christy.

Vice-presidents,

H. Baptist,	William Jackson,
William Ware,	R. J. Johnson,
J. B. Owen,	George L. Knox,
William Sanders,	J. H. Morton,
William Winn,	Judge Franklin,
Charles Webb,	J. L. Evans,
Rev. J. H. Clay,	Rev. J. W. Carr,
Rev. Charles Williams,	Rev. E. B. Martin,
Rev. J. R. Riley,	H. Sweetland,
Rev. James A. Davis,	Rev. N. A. Seymour.
Rev. George Sissle,	Rev. J. M. Morton,
Rev. J. R. Raynor,	William Harvey,
John Wilson,	W. F. Furnis,
W. Walden,	Henry Dickens,
Rev. W. H. Townsend,	Henry Duncan,
Rev. Thomas Prentice,	T. J. Leggitt,
Pompey Malone,	Charles Simms,
Rev. H. H. Thompson,	Rev. J. Bundy,
Dr. William Chavis,	C. M. C. Willis,
Deloss Seaton,	Robert Russell,
Ky Lawson,	Henry Hart,
J. W. Stewart,	Rev. Eley,
G. W. Cheatham,	Rev. C. C. Wilson,
G. R. Keeble,	W. W. Christy,
S. A. Alexander,	Rev. G. W. White,
Jerry Price,	J. T. Smith,
A. Lewis,	C. F. Brooks,
James Hughes,	Rev. L. Redd,
Samuel Herron,	Willis Martin,
Rev. Ferrell,	Rev. George Reed,
Henry C. Turner,	J. Allen,
J. Stoker,	H. A. Rogan.
Jacob Franklin,	

Mr. McCoy, upon taking his place as chairman, made a brief and well-worded speech. "We have with us this evening," he said, referring to Mr. Lynch, "a man showing the possibilities of our race; a man who, twenty-eight years ago, was a slave. To-day he stands a freeman, and a man of national importance. This flag protects him as a man, and it was the Republican party that has made him and us men." An invocation was pronounced by Rev. J. M. Davis, and musical numbers were given by Mrs. Lizzie Scott, Miss Allie Wood, Mr. Gus Hall and Mr. Ernest Osborn. The Brotherhood Band gave a number of musical selections, exciting much enthusiasm.

MISSISSIPPI AND INDIANA.

As Mr. Lynch came forward to speak he was received with great applause. "Perhaps a Mississippian," he said, "ought to apologize for appearing before an Indiana audience. I come from the State of Jefferson Davis, a State of many ways that are dark, especially when it comes to an election. Although I live in that unfortunate State, Indiana and Indianians are not altogether strange to me. I know a great deal about Indiana's public men. I remember during the days of my boyhood, when great political battles were being fought here by two intellectual giants, Oliver P. Morton and Thomas A. Hendricks. At Washington I sat under the sound of Morton's eloquent voice, and felt that I would be proud if I could be called a citizen of Indiana. On the other hand, when I would read the burning, stinging, cutting, denouncing words of Hndricks, I would feel that I did not want to be a citizen of Indiana. There are many good and true party leaders here, but Indiana's Democracy is as bitter in its opposition to me and my kind as the Democracy of any State in the American Union. [Applause. A voice, 'You're right.'] The opposition of the Democratic party of Indiana to the colored people is so bitter—perhaps I ought to say was, because some of our folks say the Democratic party is not as bad as it used to be—but don't you trust them—that I believe if it were in the power of that party to-day it would reverse and undo the results of the war so far as any benefits to the colored race may be concerned. Why, my friends, after the war was over, after slavery was abolished, after the thirteenth, fourteenth and fifteenth amendments to the Constitution had been ratified, after the colored people of Indiana were made voters the Legislature of this State thought it was about time to submit to the voters of Indiana the proposition to strike the word white from the Constitution of the State. To my very great astonishment and surprise I believe about two-thirds or three-fourths of the Democrats of Indiana, even at that late day, voted against striking the word white from the Constitution of the State. But we are marching on. In spite of the Democracy, the world, the flesh and the devil, we are marching on. [Applause.] Through the power of almighty God, working through the instrumentality of the Republican party, we are marching on. [Immense and long-continued applause.]

"I believe," continued the speaker, "that it was through the power of Him who reigns supreme that Abraham Lincoln was brought forward as He brought Moses forward, and that He sent John Brown to prepare the way for Abraham Lincoln. Then other men came on, such men as Grant and Morton, and later came such patriotic sons as James A. Garfield, of Ohio, and Benjamin Harrison, of Indiana. [Great applause.] Yes, we are marching on. And we intend to continue to march on until the Democratic party shall either be crushed out of existence or shall fall down repentant and beg for pardon. [A voice: "That's it."] The Republican party came up on the ruins of the Whig party, with the prophetic words of Lincoln that this country could not exist half slave and half free—we must have free American citizenship from one end of this Republic to the other. That was the battle of the great Republican party, and it continued to fight upon that line until slavery, through bloody graves, was buried so deep that the Democratic party can never resurrect it again. Does any man doubt that the institution of slavery would be in existence in this country to-day if the Republican party had not come forward to antagonize the Democracy? If there is a man who entertains that opinion I am sorry for him.

THE COLORED INDEPENDENT.

"But I am told there are some colored men in Indiana who are Democrats. Is that true? Perhaps they ask a more respectable designation, that of independents. Whenever a colored man wants to be a Democrat he says, 'I am an independent.' He is afraid to say the name Democrat because it stinks, but he will sugar-coat it over and say it is not Democracy, it is independence. [Laughter.] Now, my friends, if there are any colored men in Indiana who are independent enough to want to vote the Democratic ticket they ought to come down to Mississippi. After they have been in that State twenty-four hours they will certainly come back full-fledged Republicans. [Applause and laughter.] Yet they may say that the Democratic party of Indiana is better than the Democratic party of Mississippi. I have heard colored men say Northern Democrats are not like Southern Democrats. Well, perhaps, some of them are not. I venture the assertion that we have some Democrats in Mississippi who are better than some of the Democrats up here. But if the Democratic organization, as a whole, in the State of Indiana, in the county of Marion, city of Indianapolis, is more tolerant of colored men than it is in Mississippi, do you know why? It is because they cannot help it. It is because you have so many white Republicans here. [Applause.] If all these white men here were Democrats the colored man in Indiana would not have as good a show as we have in Mississippi. Let the white race in Indiana as a body desert the colored man and you could not live on Indiana soil. I remember the day when you had laws in this State, made by Democratic votes, which made it a crime for a colored man to live here. Many of you remember that. [A voice: "That's a fact."] If you are treated better by Democrats than I am at my home it is because of the white Republicans who are here. Why should you thank a man for doing what he can not help doing?

"I make the broad assertion," further said the speaker, "that a colored man can not be a Democrat. He may say he is, but he doesn't mean it. Is it possible for a man to be a Baptist minister and at the same time a member of the Catholic Church? If so, a colored man might be a Democrat. The colored man who says that he is a Democrat admits that the meanest, dirtiest, most contemptable white man is better than he is. [Laughter.] The colored man who admits that he is a Democrat admits that his wife —if there be a woman so unfortunate as to have married such an individual—admits that his daughter are both inferior to the meanest, lowest white woman that ever lived on earth. Why do I say these things? When you come to Mississippi, to Alabama, to Georgia, at every railroad station you will see three waiting-rooms—one for gentlemen, one for ladies and one for colored people. In other words, the Democratic party of these States declare by law that no colored man can be a gentleman, that no colored woman can be a lady and that all colored people are like cattle. Tell me a colored man can be a Democrat! [Cries of 'No, no.'] When he votes the Democratic ticket he says that these things are all right. He says that colored people, including himself, have no rights that white people ought to respect; that colored people are nothing but hewers of wood and drawers of water; that they are for farm laborers and spittoon-cleaners, and that is all they are fit for. Some of you up here, because you are well treated, because you can get into fine cars and ride like decent people, because you can go to hotels if you have the money—you may get the big-head and say 'Oh I don't care whether the Republican party wins or not.' But those of you who have come up through tribulation have not so far passed that period that you can forget all about it. I am reminded of that story of the two boys, one a great big fellow, and the other a little fellow. The teacher asked the big one who made him. 'I dunno,' he replied, but the little one answered that God made him. And on the teacher asking how it was that the little fellow should have known and that he didn't, the big boy said that it was because the other boy hadn't been made so very long. It ought to be fresh in your minds where you are from and who brought you to where you are. In my State, and in other Southern States, the votes not only of colored men, but of white Republicans as well, have been continually and persistently suppressed by force and violence, and the result reversed by fraud. In the capital of my State, in January last, we had an election for municipal officers. There were several hundred more white voters registered than colored, yet, as the result of a careful canvass, it was found that the colored Republican vote, with the white Republican vote, would constitute a majority of the whole. Democrats said 'This won't do; we must win anyhow; we don't intend to submit to negro domination.' And all the candidates on both tickets were white men. Yet, as soon as the Democrats found out that the colored vote, with the white Republican vote, was a majority, the cry of negro domination went up. So they sent for the military companies from all over the State to come to Jackson on the day of the election to see that the peace was preserved—and that no negroes were allowed to vote. But Mr. Democrats, won't you let a negro in if he wants to vote your ticket? No, they don't want him. Stay at your house or in your cotton-patch; let the white man do the voting. Now they won't do that up here. Why? Because it would not pay. If they would attempt that up here they would have a great majority of the whites on the side of the blacks. But down there, having the advantage, they resort to force, and what is true of the Democratic party there is true of the spirit, the tempter, of the Democratic party everywhere in the United States. Look at their votes in Congress. You send a Democrat from this district to Congress and he votes like the bulldozing Democrats from the South every time. Sometimes we get a Southern colored man elected to Congress, yet you never can get a Northern white Democrat to vote for him to be seated. [Applause and exclamations of 'That's so.']

Down in my State they want to change things somewhat. They say they are tired of bulldozing, of violence, of tumult and fraud, and will do something else. They propose to amend the Constitution of the State to prevent any man from voting, white or black, if the Democrats don't want him to vote. They have adopted a clause in the State Constitution they are now framing, under which every Democrat, it matters not how ignorant or poor he may be, can vote, whereas every Republican whom they don't want to vote, it doesn't matter how intelligent he may be, how much property he may have, he cannot vote. In my humble opinion, if the Republicans carry this election in November and have a majority in Congress, a bill will be introduced to set aside that Constitution and re-enfranchise the colored men again.

STAND BY REPUBLICANS.

"I appeal to the citizens of Indiana, white and black, to stand by the Republican party and its candidates. Don't go to splitting up. You have a funny election law, even in this State. Take the ticket straight. Try and elect a Republican member of Congress from this district, and send our friend McCoy to a seat in the Legislature. If Indiana shall go Republican this year, every Republican in Mississippi with the yoke of Democracy upon him will send up a prayer of thanksgiving to Almighty God for your devotion to truth, justice and right. We were very proud of Indiana in 1888 when the news came that she had cast her electoral vote for Benjamin Harrison, and we said that the day of deliverance in Mississippi was not far off. We say so now. If the Republican party is kept at the helm the Republican party in the South will have a fair chance. We look to you where your votes are free; we appeal to you to stand firm in the faith. Allow no man, white or black, Democrat or Republican, to truthfully say that a colored man is in the market. If you want to vote the Democratic ticket for heaven's sake do it from choice, not from interest. If you want to vote the Republican ticket, do it from choice. Let the impression once become prevalent that you are unstable and your votes for sale, and no man nor any party will respect you. It fills my heart with pain, with sorrow, with anguish to have anybody say a colored man's vote can be bought, for a colored man has more at stake in this country than a white man. Let the spirit of Oliver P. Morton be upon you on the day of the election. Think of the great and good deeds of the Republican party, of the great and noble work yet before it—what it has accomplished for you and your family, what it has yet to accomplish for me and mine, and you will cast your vote for the Republican ticket from top to bottom, without a single scratch." [Great Applause.]

RECEPTION TO THE ORATOR.

After music by a colored quartet and a young colored soprano, Rev. Dr. J. M. Townsend, of Washington, D. C., spoke in an impassioned vein, clinching still further the good things uttered by Mr. Lynch. Mr. McCoy, in closing the meeting, invited all present to his house on North Mississippi street to meet the speaker of the evening, and a long procession followed the band thither. The yard was brilliant with hundreds of Chinese lanterns, and a blaze of light streamed from every window. Both house and yard were soon so packed that one could hardly force his way through, and the waiters had great difficulty in serving the refreshment bountifully supplied by the host. Mr. McCoy provided a special table for his distinguished guest, at which were also seated Dr. Townsend, Hon. Stanton J. Peelle, J. H. Hess, L. D. Christie, J. S. Hinton, R. C. Hall, J. A. Baptist, Dr. S. A. Elbert, Gabriel Jones and George Knox. A full course was served, Mrs. Mary Elkins catering. The general crowd was served with lunch on tables in the yard, or standing. The band played several selections, but a programme of solo music had to be abandoned owing to the crush. The reception continued to midnight, when Mr. Lynch was driven to his hotel and the guests dispersed.

"It is a fact" that Hood's Sarsaparilla does cure scrofula, salt rheum and other diseases or affections arising from impure state or low condition of the blood, overcomes that tired feeling, creates a good appetite and gives strength to every part of the system. Try it.

PROVIDING FOR A VIADUCT

An Ordinance for One Over Virginia-Avenue Crossing Passed by Council.

Alabama-Street Citizens Make an Ineffectual Effort to Keep It Open—Mr. Stechhan Wants Viaducts at Every Dangerous Point.

The railroad committee of Council submitted a report to that body last night in which it recommended the passage of the Virginia-avenue viaduct ordinance, with certain amendments. The proposed changes make the penalty of failure to carry out the contract on the part of the Union Railway Company $100 instead of $1,000 per day; provide for the completion of the work in November instead of October, 1891, and allow an extension of time in case the company can show that a delay will be unavoidable. Mr. Yontz moved to adopt the report, and his motion was made the ground of discussion. Mr. Stechhan asked whether or not the petition of the property-owners on Alabama street had been considered by the committee.

"It was duly presented and considered," said Mr. Coy, sarcastically.

"And is it here to-night, Mr. Coy?" asked Mr. Stechhan.

"Well—yes—here it is," replied the little boss, as he tossed the document up to the reading clerk, after some hesitation.

Mr. Gasper opposed portions of the ordinance as it was to be amended. "I am in favor of a viaduct at Virginia avenue," said he, "but I do not think the ordinance, as it stands, is properly drawn up. If I understand it, the railroad company is released from building a foot-way through the Union Station, at Illinois street, and is given the right to put more tracks on East street. It is my opinion the way this ordinance is drafted the railroad company simply intends to get out of building either of the viaducts by forfeiting $50,000. When a railroad corporation agrees to take up a mile of track to accommodate the city there is something behind it."

"I do not rise to discuss either the report or the ordinance," said Mr. Woollen, "but to correct a statement which Mr. Gasper has just made. He is mistaken when he says the ordinance relieves the railroad company from constructing the foot-bridge on Illinois street, for it agrees to indemnify the city against all damages that may be claimed on that account. Nor does the forfeiture of the $50,000 absolve it from both contracts."

APPROACHING A FINAL VOTE.

The report of the committee was adopted and the ordinance was read a second time. On motion of Mr. Yontz the proposed amendments were adopted. Two remonstrances were then read, one of which represented 2,602 feet of property on South Alabama street. Another was signed by twenty remonstrators on South Illinois street. Mr. McGill offered an amendment to strike out all reference to the foot-bridge, which was lost. "The company will never build a viaduct on Virginia avenue," said he in support of his motion. "It has violated every contract it has made with the city and I have no confidence in it. I am heartily in favor of a viaduct on Virginia avenue, but I do not believe in the promises of the railroad company."

"A foot-way across Illinois street," said Mr. Gauss, "would be dangerous. The railroad company so framed the ordinance that it cannot be compelled to build it, for it does not say whether the bridge is to be a surface or an overhead one. I fought the closing up of Meridian street from the first, and I am heartily in favor of the Virginia-avenue viaduct, for by it one of the best streets in the city will be left open, and the viaduct will be constructed where it will accommodate the most people."

MR. STECHHAN'S POSITION.

Mr. Stechhan made a lengthy review of the situation, and opposed the ordinance upon technical grounds. "I am heartily in favor of the proposed viaduct on Virginia avenue," he said. "In fact, my liking for viaducts in general is so great I shall exert myself to have them placed over all crossings occupied and obstructed by the railroad companies to the extent that public travel is endangered. For that reason I think the ordinance before us is not broad enough or covers sufficient territory. I believe it should embrace Alabama street as well, and for the same reason I am not in favor of releasing the railroad company from building the proposed viaduct near Meridian street. There can be no valid argument made showing why Alabama street should have no viaduct, or that it should be closed, any more than Virginia avenue should be treated in this manner, unless the argument made by some few short-sighted citizens will find supporters in this body, which is that Alabama street is virtually closed anyway, and on that account deserves no consideration. I will admit it is is virtually closed, but by whom? Has the city ordered the street vacated? Have we ordered a big ditch dug across the street or erected a wall over which no one can pass, or have we passed an ordinance prohibiting vehicles or pedestrians to go down South Alabama street? The railroad company has taken possession of the street bodily by laying six more tracks across that throughfare than it had any authority for, and by keeping it blocked almost constantly with cars, making it almost impossible to pass down the street at any time. Must we on this account abandon the street entirely, and thereby add insult to injury? Are the citizens and property-owners of Alabama street not tax-payers as well as those who are to be benefited by the Virginia-avenue viaduct? Are they not entitled to the same consideration in this deal as others similarly situated? If the city officers years ago had done their duty, when they were ordered by the Council to tear up the tracks laid on Alabama street without authority, that street would to-day be considered not quite closed as is now so deploringly quoted by the advocates of a Virginia-avenue viaduct. The conditions of Virginia avenue and Alabama street being identical, both streets having been taken possession of by the railroad companies, to the same extent, we can not possibly make a distribution in favor of any one street, and the viaduct should embrace both streets. Judge Claypool, in his remarks as an interested citizen before the viaduct committee, voices my sentiments in this matter exactly, and, considering he is one of the foremost lawyers, they should carry weight with this body, at least from a legal stand-point, if from no other.

"I contend," continued the councilman, "that by virtue of the decisions of the highest court in the land we can compel the railroad companies to erect viaducts over all streets occupied by them to the extent of endangering and impeding travel. This liability the railroad companies well know, and they are in this proposed trade simply trying to evade building a viaduct which eventually they must erect any way. If a majority of the members of this body would exercise some nerve, display some back-bone, mix less politics and more public spirit in their deliberations, we would before this time have had an ordinance passed compelling, not asking, the railroad company to build, not one viaduct, but half a dozen required at other points, fully as much as on Virginia avenue. I wish it distinctly understood the city, in this matter, is not in the position of a petitioner before the Union Railway Company, glad to obtain any kind of concession, but rather in the role of one demanding, who is in position to dictate to this corporation what we want. When we find members have once fully realized this fact, and will act accordingly, then we will be able to obtain what we should have had long ago, and would have had if the Council had done its whole duty."

Mr. Stechhan offered several amendments, which were voted down. The ordinance was then engrossed and passed by the following vote: Yeas—Austin, Burns, Coy, Gauss, Hicklin, Markey, Murphy, Nolan, Olsen, Pearson, Rassman, Sherer, Sweetland, Weber, Woollen, Yontz—16. Nays—Davis, Gasper, Martindale, Myers, McGill, Stechhan, Trusler—6.

ROUTINE BUSINESS.

The regular calendar was disposed of quickly. U. J. Hammond, president of the Indianapolis Cable Street-railroad Company, objected to the former action of Council in ordering its tracks taken up, and asked that the order be withheld, pending a decision on the case in the Supreme Court. The matter was referred to the judiciary committee. Mayor Sullivan reported a collection of $893.40 from fines and fees in his court during the past two weeks. Electric lights were ordered placed at the following crossings: St. Clair street and Big Four tracks, Reid street and Panhandle tracks, West street and Vandalia tracks, West Washington street and Belt railroad, Shelby street and Belt railroad, Shelby street and Pleasant avenue, and Pine and Washington streets. An ordinance was introduced compelling all corporations to pay 5 per cent. of their gross earnings to the city for rights and franchises to operate railroads or place conduits in the streets of the city. On recommendation of the water committee the old schedule of rates to private consumers was filed with the proper ordinance. Declaratory resolutions for paving the following streets with asphalt were passed: Market, from Circle to Delaware and from Circle to Tennessee; Meridian from New York to Seventh. The Council then adjourned.

CULLINGS FROM THE COURTS.

Damage Suits Brought by the Widows of Firemen Killed in Service.

Silas T. Bowen, of the Bowen-Merrill Company, was made defendant yesterday in four damage suits, $10,000 being the demand in each. The plaintiffs are Mrs. Emma L. Jones, Mrs. Margaret Huffman, Mrs. Hattie Faulkner and Mrs. Nancy E. Woodruff, widows of four of the firemen who were killed in the Bowen-Merrill fire, on March 17. The complaints are similar, and Mr. Bowen is charged with having known, before the fire occurred, of the unsafe condition of his block. The building being filled with paper, the plaintiffs say, Mr. Bowen knew, or should have known, that, in case of fire, the floors and walls would be strained by the weight of the water-soaked stock. His alleged negligence in permitting his block to stand as it was is the ground for action, and other suits, it is said, of a like nature will be filed.

Sentenced by Judge Irvin.

Henry Thomas was sent to the penitentiary for eighteen months by Judge Irvin, yesterday, for stealing jewelry and clothing from Wesley Wilson. Preston W. Thomas, for stealing a diamond ring from Miss Mary Van Dyke, was given a similar sentence.

Notes from the Dockets.

The City Savings' Bank of Chattanooga, Tenn., entered suit yesterday in the federal court against the Indianapolis Car and Manufacturing Company to recover $3,000 on a ninety-day promissory note. It is for $2,500, dated June 20 last, and made payable to the order of the Empire Lumber Company. The latter indorsed the note to plaintiff before its maturity.

Luther Clark was fined $10 and costs by Mayor Sullivan, yesterday, for selling fruit in short measures.

The Court Record

SUPERIOR COURT.

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

Moses G. McLain vs. John R. Leonard et al.; note. Judgment for $1,022.18.

Room 2—Hon. Daniel Wait Howe, Judge.

Henry A. Ruske vs. Susie Howell; damages. Trial by jury.

Room 3—Hon. Lewis C. Walker, Judge.

Minnie Davison vs. Oscar Davison; divorce. Decree granted.

New Suits Filed.

Capital National Bank vs. William K. Eldridge; notes. Demand, $2,600.

Emma L. Jones vs. Silas T. Bowen; damages. Demand, $10,000.

Margaret Huffmann vs. Silas T. Bowen; damages. Demand, $10,000.

Nancy E. Woodruff vs. Silas T. Bowen; damages. Demand, $10,000.

Hattie Faulkner vs. Silas T. Bowen; damages. Demand, $10,000.

CRIMINAL COURT.

Hon. William Irvin, Judge.

State vs. Preston W. Thomas; grand larceny. Sentenced to eighteen months in State prison.

State vs. Henry Thomas; grand larceny. Sentenced to eighteen months in State prison.

State vs. Charles Stribling; petit larceny on three indictments. Trial by court.

Southern Insane Hospital.

The commissioners for the additional hospitals for insane were in session at the Governor's office yesterday. They were there for the purpose of authorizing the Southern Hospital trustees to take possession of and use the electric-light plant and other portions of the establishment recently completed, but never formally accepted by the commissioners. The trustees did not desire to take possession until authorized to do so by the commissioners for fear some fault in the construction might be discovered and their action prevent any redress from the contractors. They will meet the Auditor of State at 9 o'clock this morning to discuss the matter of that September expense warrant which the latter official refused to allow, because it was drawn on the wrong fund. The commissioners for the additional hospitals have expended all but about $3,000 of the $165,000 appropriated to complete the construction of the institutions, and the small balance will be required to meet outstanding bills.

Saloon-Keepers Robbed.

Two sneak-thieves robbed the saloon of John Finitzer, at No. 180 West First street, last evening between 6 and 7 o'clock, securing the cash-drawer and its contents—$70 and a lot of valuable papers. Finitzer left the bar-room unattended for two or three minutes when he went into his living apartments in the rear. When he returned he found the drawer missing, and two colored men, who had been standing on the pavement outside, had disappeared. Suspicion was directed to them, and two men answering their description were met about the time of the robbery running up the railroad track.

Indiana in Fourth Place.

The secretary of the Board of Trade has received a pamphlet from the national board containing a list of the various boards of trade and other commercial organizations in the United States. It places Indiana in fourth place in respect to the number of such organizations. New York is first, with 123; Massachusetts second, with 76; Pennsylvania third, with 59, and Indiana fourth, with 45.

Cause of Mrs. Hickey's Death.

A post-mortem examination was yesterday held on the body of Mrs. Rachel Hickey, whose sudden death was related in the Journal. The autopsy was made at the request of the sister of the deceased, from Chicago, who is herself a physician. The cause of death was found to be due to organic trouble, attended by typhoid fever.

Decided on a Form.

Samples of the annuity policies to be issued to the widows of the firemen who lost their lives in the Bowen-Merrill fire were examined by the relief committee yesterday. A form of policy was agreed upon, and it is hoped they can be drawn up by the end of the week.

Maple Trees Shed Tears.

Russellville (Ky.) Special.

Deputy Sheriff Lamb brings a strange tale from the Red Oak Church neighborhood, in Logan county. The people there are greatly agitated, and many of the more superstitious fear it portends evil. In the front yard of John Lyne are three maple trees of fair size. Two weeks ago, and at a time when there had been no rain for a fortnight, water in streams began to run from the tip of each limb. The water has soaked the ground thoroughly, and enough falls to wet a man who will stand under the trees through and through in five minutes. The water falls at night the same as in the day. A heavy mist continually hangs about the trees, no matter how warm the sun may shine. There are other trees in the yard, only a few feet from these weeping maples, but they are unaffected. Many believe the phenomenon portends evil to the family of Mr. Lyne, but that gentleman only laughs at the prediction. Professor Ryland, president of Bethel College, in this city, and Professor Fuqua, of the same institution, have both visited the place, and say they are unable to account for the strange occurrence, except by a theory that a superabundant and abnormally late flow of sap has something to do with it.

AFFAIRS OF THE RAILWAYS.

Personal, Local and General Notes.

The Pullman company has leased room 14 in the Jackson Block, which Division Superintendent Leyton will fit up in an attractive manner.

The Vandalia has advanced the pay of its train-dispatchers to $110 per month, eight hours per day service.

George Greenland, the oldest engineer in service on the Lake Erie & Western road, has resigned, and will go into some light business, for a time at least.

Sixty people en route for Fort Payne, Ala., came in over the Big Four yesterday from Chicago and other northern points to visit that new manufacturing center.

T. M. Pierson has resigned as train inspector on the Indianapolis, Decatur & Western road, and takes a similar position on the Vandalia, with headquarters at Terre Haute.

It is said that the Michigan Central intends constructing a tunnel under the Detroit river between Courtright and St. Clair and making the St. Clair branch the main line of the road.

The Chicago & Erie company has $2,000,000 of its issue of bonds under the reorganization yet to dispose of, and the funds derived therefrom will be used in improving the road-bed and increasing the equipment.

The division master mechanics on the Big Four system will meet at the shops at Urbana, to-day, for conference with Assistant General Manager Barnard, who will this week visit the several shops on the system.

The Southern and Southeastern lines have decided to continue the practice of rebilling grain at Cairo, Evansville and other Ohio river points when coming from Illinois, Indiana or Iowa, and destined to Green-line points.

Instructions have been given to letter all the passenger equipment of the C., St. L. & P. and the J., M. & I. roads, "Pennsylvania lines." The equipment, under the recent consolidation, all becomes that of the Pennsylvania Company.

A Pennsylvania official well up in rank says that the prediction that the Indianapolis & Vincennes road would be extended to Evansville, Ind., would be more apt to become true than that the Big Four would secure control of it.

It is stated that the directory of the Chicago & Alton are urging President Blackburn to build some extensions reaching into Kansas, and this gives color to the report that the C. & A. is about to secure control of the Kansas City & Southern road.

Norman Beckley, general manager of the Cincinnati, Wabash & Michigan road, has gone to Wilmington, Del., to contract for passenger equipment to be placed on the through line between Benton Harbor and Louisville, Ky., soon to be established.

W. H. Van Tassell, superintendent of the Ohio Southern road, was in the city yesterday. He states that 175 to 200 car-loads of Jackson coal are shipped daily over this road, a large per cent. of it going to the Northwest, to such points as Omaha and Lincoln, Neb.

The Indianapolis Freight Bureau, recently organized, is looking about for a suitable man for chairman of the association. The position, if the proper man can be secured, will pay $2,500 a year. Thomas Moore, formerly with the Indianapolis pool, is mentioned for the chairmanship.

Since July 1 the C., C., C. & St. L. (Big Four) has sold $3,000,000 of its new stock to its share-holders, realizing therefrom $2,100,000. The employes of the company are again becoming stockholders in considerable numbers. All of these old holders, when the old stock went to $110, sold out.

There is a much better feeling in Western freight circles, the action of the Chicago & Alton in withdrawing its threats regarding cutting loose from all associations being looked upon as a favorable omen. The Alton has been promised its full share of traffic if it will remain in the associations and maintain rates.

The union depot which the Lake Erie & Western and the Big Four are building at Lafayette, is being pushed. Contractor Pierce expects to have it ready for occupancy by Dec. 15. As the building goes up and the citizens see its character, they begin to feel that the Star City is to have a union station of which they may feel proud.

W. C. Irwin, chief engineer, and J. B. Mitchell, superintendent of bridges and stations on the Big Four system, are in the city. Mr. Irwin states that within the last few days four long iron bridges have been completed on the division between Indianapolis and Galion, all the other bridges strengthened, and now it is safe to run the Big Four's heaviest engines over them at any desired speed.

President Woodford and several of the directors of the Cincinnati, Hamilton & Dayton road, and capitalists interested in the property, passed through the city last night en route to Chicago. To-night they will return to Indianapolis and spend a portion of Wednesday in looking over the company's property at this point. They will then, on a special train, inspect the C., H. & I. division of the C., H. & D. system.

The pay-rolls of M. Zook, engineer of maintenance of way of the first division of the Louisville, New Albany & Chicago road, which extends from Indianapolis to Hammond, from Michigan City to Lafayette, shows that there are 719 men still engaged in making improvements to the road-bed, bridges and stations on this division, and the same number will be employed while the weather is favorable for this character of work.

President Breyfogle, General Manager Black, and the Eastern directors and capitalists interested in the Louisville, New Albany & Chicago road, yesterday left Louisville and went to French Lick Springs. To-day they will go over the Swiss City and Bedford division, and examine the stone quarries. To-morrow they will inspect the road between Bedford and Chicago, spend Thursday in Chicago, and on Friday inspect the road from Chicago to Indianapolis. They travel on a special train.

The management of the Lake Erie & Western road is much gratified over the increase in business with the Fort Wayne, Cincinnati & Louisville road. The business men and manufacturers now feel that a company has control of the property that has ample funds to place it in good physical condition and properly equip it, and they are disposed to turn all the business which can be shipped over the L. E. & W. to the Fort Wayne division. The passenger traffic is also increasing under the present time schedule.

There is a possibility that President Ingalls will have some trouble in taking control of the Cincinnati, Sandusky & Cleveland road on Nov. 1. As usual in such cases, certain stockholders claim to be dissatisfied with the deal made by a majority of the stockholders, and threaten to enjoin the Big Four from taking possession. The move is not likely to cause delay in the matter, as an investigation will show that it is the best deal that could have been made for the C., S. & C. stockholders, say those in position to understand the situation.

The Missouri & Arkansas division of the St. Louis, Arkansas & Texas railway, commonly known as the "Cotton Belt," extending from Bird's Point, Mo., opposite Cairo, Ill., to Texarkana, Ark., with its branches, side-tracks and other properties, was sold at St. Louis, yesterday, under decree of the federal court, given last July to the Mercantile Trust Company, and the Central Trust Company, of New York. It was purchased by the reorganization committee, Gen. Louis Fitzgerald, president of the former company, being the bidder, for $6,000,000.

Judge O'Brien, of the Supreme Court of New York, has overruled the demurrers interposed by the defendants to the complaint in the suit of Congressman James J. Belden to compel ex-Judge Stevenson Burke, of Cleveland, W. C. Andrews, John W. Ellis, Winslow, Lanier & Co., and Drexel Morgan & Co. to make compensation for alleged unlawful conversion of $8,000,000 of the bonds of the Columbus, Hocking Valley & Toledo Railroad Company while Burke and others were officers of the company in 1881. Congressman Belden holds $50,000 gold mortgage bonds of the company, and he claims that the conversion of the $8,000,000 was the result of a conspiracy.

M. F. Turreff, superintendent of motive power of the C., C., C. & St. L., has resigned, and the position is to be abolished. Division master mechanics are hereafter to report to Assistant General Manager Barnard. Mr. Turreff commenced service with the Bee-line in 1853 and remained with them until 1864, when he entered the employ of the Cleveland & Pittsburg road, where he remained for ten years. He then worked for the Cleveland, Loraine & Wheeling road, and in 1881 E. B. Thomas, then general manager of the Bee-line, appointed Mr. Turreff general master mechanic of the Bee-line system. On its consolidation with the Big Four Mr. Turreff was appointed superintendent of motive power.

The Atchison, Topeka & Santa Fe will begin running through trains between Chicago and St. Louis in connection with the Jacksonville, Southeastern and the Toledo, St. Louis & Kansas City, about the middle of November.

Judge Creighton, of Springfield, Ill., yesterday appointed Joseph Dickson, vice-president and general solicitor of the St. Louis, Alton & Springfield railway, operated from Bates, twelve miles west of Springfield, to Alton, as receiver for the road, on application of Johnston Brothers & Faught, contractors, to whom the railroad company is indebted for $80,000, and who claim that the company is insolvent. This action is the result of differences among the stockholders.

President G. B. Roberts and a number of directors and officials of the Pennsylvania system arrived in Chicago last evening on their annual tour of inspection. The party has visited Columbus, Toledo, Cleveland, Grand Rapids and Fort Wayne, going to Chicago from the last named place yesterday afternoon. They will remain in Chicago to-day, inspecting the terminals, and will leave for St. Louis, from which point they will return East by way of Cincinnati and Indianapolis.

The shipments of flour, grain and provisions from Chicago to the seaboard by the lines in the Central Traffic Association, last week, aggregated 34,016 tons, against 32,691 for the preceding week, an increase of 1,325 tons, and against 27,925 for the corresponding week of 1889, an increase of 6,091 tons. The Chicago & Grand Trunk maintained its lead, but was hard pressed by the Michigan Central and Nickel-plate. The percentages are: Chicago & Grand Trunk, 21.3; Michigan Central, 20; Nickel-plate, 20.1; Fort Wayne, 12.4; Lake Shore, 11.2; Baltimore & Ohio, 9.4; Pan Handle, 5.6.

At New York, yesterday, the management of the Illinois Central effected a new organization as follows: A president, a vice-president, to act in the absence or disability of the president, and to take charge of the treasury and accounting department; a second vice-president, in charge of the operating and traffic departments; a general counsel and solicitor, in charge of the legal department. The following officers were reelected: President, Stuyvesant Fish; general counsel, B. F. Ayer; general solicitor, James Fontress; treasurer, Henry DeWolf; secretary, Alexander G. Hackstaff. John C. Welling, of Chicago, who has for fifteen years been at the head of the accounting department, was elected vice-president. J. T. Harahan, at present general manager of the Louisville, New Orleans & Texas railroad, and who formerly occupied a like position in the service of the Louisville & Nashville railroad, was elected second vice-president.

The report of President Ingalls for the year ending June 30, which has just been made public, indicates that the floating debt (net) of the C., C., C. & St. L. (Big Four) is $3,191,556. In comparison with the statement of 1889 the real net floating debt has increased $2,736,112. The increase is largely due to the purchase of equipment, C., W. & M. stock, the total expenditures in that direction for the year being $1,903,658. The company has supplies on hand, but not available, amounting to $604,881. Should the traffic of the lines continue as heavy the last nine months as it has been the first three months of the present fiscal year, even at the present low rates on which much of the business is carried, President Ingalls expects this year to largely reduce the floating debt and continue to pay regular dividends as in the past year. The lines are now all well equipped, the road-beds in excellent condition, and he can now turn his attention to clearing off the liabilities which he was obliged to incur to put the property in condition to handle its business to advantage.

Farm Notes.

The folly of working much land for the name of doing a large business is one of the evils of our time.

Do not be in a hurry about feeding green corn. Plenty of salt should be fed with new corn if it must be fed to working horses."

The following from the Massachusetts Ploughman is from the best authority, Mr. Satterthwaite being eminently a successful market gardener:

A tumble-down building should be torn down and converted into firewood rather than to allow it to disfigure the farm. A single rickety outbuilding, worth not over $10, will injure the sale of a farm ten times its value.

"The plow in an orchard will not hurt it if used frequently. Begin when the orchard is planted, and keep up the plowing and culture regularly. The roots then go down out of the way of the plow. Edwin Satterthwaite, near Philadelphia, plows nine inches deep, manures heavily and annually, and raises immense crops of berries in pear and apple orchards."

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50 pcs. WOOL TRICOTS, complete assortment of all the leading fall shades; a fair value at 37½c.............. 25c

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Black and Colored CASHMERES. These are tasteful and stylish, without being garish or loud. Also beautiful evening tints.............. 25c

50-inch BROADCLOTH. Think of it, nearly a yard and a half wide. Elegant shades, and easily worth 75c 50c

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ENGLISH and SCOTCH SUITINGS, in manifold variety. All the novel designs peculiar to such goods at prices from 75c to $3 per yard.

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