

POOLING TO BE LEGALIZED

Proposed Changes in the Interstate-Commerce Law to Permit Traffic Contracts. Other Amendments to Strengthen the Act—What Has Been Accomplished by Manager Bradbury in Building Up the L. E. & W.

A bill was favorably reported to the national senate yesterday by Mr. Cullom to amend the interstate-commerce act. It provides that competing common carriers may, with the approval of the Interstate-commerce Commission, enter into contracts or agreements with respect to traffic, when, in the opinion of the committee, the general public interest and the general welfare will be thereby subserved.

Section 3, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 4, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 5, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 6, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 7, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 8, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 9, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 10, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 11, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 12, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 13, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 14, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 15, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 16, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

Section 17, which makes it unlawful for common carriers to give undue or unreasonable preference or advantage to any particular person, company, locality, etc., is extended in scope so as to make its provisions apply to any shipper or consignee of freight, or shippers or consignees of like or directly competitive freight, by unjust discrimination in the use of cars or vehicles of carriage, or in the payment of mileage or compensation for the use of cars or vehicles of carriage, or in charges for handling them empty, or by any other device or contrivance to the detriment of any locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect.

ALL SIDES OF LINCOLN'S CHARACTER

Lecture of Jesse W. Walk in Showing the Inner Life of the Great American Emancipator. At Plymouth Church last evening, Mr. Jesse W. Walk, of Greenacres, delivered his lecture on "Abraham Lincoln." Mr. Walk is known as one of the authors of Herndon's "Life of Lincoln," a book issued two years or more ago, and which created a decided sensation for the reason that its authors did not make this typical American "that dreadful thing, a perfect man."

They gave all sides of his character, and showed that this man, a frail mortal in his early manhood and at times during his later years, was, after all, of the highest and noblest type of manhood. Mr. Walk's literary work was largely a matter of chance. He was holding a government position, which frequently called him to Bloomington, Ill., and it was while there, in 1853, that he became acquainted with Herndon's venerable law partner, Mr. Herndon. Here Mr. Walk had access to all Mr. Lincoln's correspondence, covering a period of more than twenty years, and became in his search, by his search, acquainted with Mr. Herndon to write the book.

The lecture dealt with the humble origin of the boyhood and how days, and his political life up to the time he was a candidate for United States Senator. An especially graphic account of the campaign of 1858 was given, with a description of Mr. Lincoln's appearance and conduct before the Legislature. He also touched upon Lincoln's connection with the Black Hawk war, and gave the varied scenes of his life up to his tragic death at Ford's Theater, in Washington City, at the hands of the assassin, Booth. Mr. Walk had with him some interesting relics of the martyr President in the shape of letters, including a curious one to the woman he loved, but who died in her youth. Another curious letter was one written to a delegate to the Republican national convention that met in Chicago in 1860, offering to resign a position of honor, and to be replaced by Lincoln.

There was also shown a collection of weights and measures which the boy Lincoln had copied from some borrowed arithmetic, and which he carried about with him. Mr. Walk also said that Lincoln once broke a quarrel in the Illinois Legislature by jumping out of a window after the doors had been locked by the opposition. The lecturer devoted some time to Mr. Lincoln's religious views, which in his mind he held as a religious man, and in his life, when his nature developed, these doubts gave place to a belief in and respect for religion. He was really a Christian man, and his religious views were the fables of the man, the lecturer said that he had on the night he had promised to marry, and failed to meet the bride and groom, and that he was never married. The lecturer also spoke of the manliness of Lincoln finally asserted itself, and the marriage occurred. The lecture brought before the hearer the man Lincoln as he really was, and showed that he differed from nearly all other lectures on the subject, which strive rather to apotheosize the great emancipator than to give the facts concerning this great and original character.

THE FARMERS' ALLIANCE. Its Executive Committee Retains the Purchasing Agency at Anderson—Officers Elected. The executive committee of the State Farmers' Alliance concluded its session yesterday afternoon. The purchasing station at Anderson was allowed to remain, but will probably be moved here next November. These stations are established for the benefit of the farmers who desire to co-operate in buying farm machinery and supplies of various kinds. The committee from each State executive board. The following officers were elected for the ensuing year: President—E. H. Hobson, Mechanicsburg, Ind.; Vice-president—F. S. Melville, Genoa, Ind.; Secretary—S. S. Brown, Anderson, Ind.

A stock company was also organized to purchase machinery, and the plan will be published on a non-partisan basis every week. Thos. W. Farce, of Shoals, was made president of the company, with Sylvester C. H. Roper, of Evansville, as secretary. Mr. Farce is a well-known farmer, and has had a long experience among the farmers of the State, and has been identified with movements in their behalf.

THE COURT RECORD. SUPREME COURT DECISIONS. 15673. Charles F. Goodub vs. Estate of Jacob H. H. Ely. G. C. C. 15674. McBride, J.—A petition to have a claim against an estate allowed as preferred or exceptions to a report of an administrator may be tested by demurrer or by motion to strike out. The court may of its own motion, however, pass upon their sufficiency without any demurrer or motion. The question whether or not a claim should be preferred may be raised either by a petition or by exceptions to the report of the administrator. 3. Claims may be allowed without insisting that they are assets sufficient to pay them, or whether they are or are not members of a preferred class. The allowance comes first, the direction as to payment comes afterwards. The statute fixes the order of priority of claims, and this court cannot change it. If the petition for preference recites facts sufficient to entitle the claimant to a lien, the question of fact for the court is whether the petition recites facts as stated, as true, the claim should be preferred; if disputed the court may hear evidence. If the court of its own motion strikes out the petition, it is not an exception properly saved will authorize this court to reverse the order of the court below. 15675. Elliott's Sup. Sec. 1765 means that if persons, firms or corporations owning structures or operating shops, mills, etc., are not named in the schedule of insolvent all claims embraced within their terms should be preferred debts. When the rights of a party under the acts of 1883 and 1885 are not satisfied, the party may file his claim with the receiver, or he may avail himself of the additional remedy. 15655. C. St. L. & P. Railroad Company et al. vs. Sophia Elwert, Cass C. C. Re-

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COPY OF STATEMENT OF THE CONDITION OF THE UNITED STATES BRANCH OF THE GUARDIAN FIRE AND LIFE ASSURANCE CO

On the 31st day of December, 1890. Located at No. 60 Pine Street, New York City, N. Y. HENRY E. BOWERS, Manager. Home Office, 11 Lombard Street, London, England. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand, and in the hands of agents or other persons... \$354,681.74 Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value... 1,162,813.50 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance... 142,750.00 Debts for premiums... 208,728.50 All other securities... 11,709.85 Total assets... \$1,980,183.59 LIABILITIES IN THE U. S. Losses adjusted and not due... \$65,556.00 Losses in suspense, waiting for further proof... 3,100.00 All other claims against the company... 4,683.37 Amount necessary to reimburse outstanding risks... 248,570.04 Total liabilities... \$1,139,715.39

COPY OF STATEMENT OF THE CONDITION OF THE GERMANIA LIFE INSURANCE CO

On the 31st day of December, 1890. Located at No. 20 Nassau Street, in the City of New York. HUGO WESSENDONCK, President. RUBEK CILLIS, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in banks, and in transit... \$203,078.98 Real estate unincumbered... 3,262,163.20 Bonds owned by the company, bearing interest at the rate of 3-8 per cent, as per schedule filed, market value... 4,988,337.85 Certificate of profit of the Atlantic Mutual Insurance Co., 6 per cent... 110.00 Losses unadjusted... 79,108.49 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance... 8,182,726.27 All other securities—loans on collateral securities... 313,574.00 Debts for premiums... 109,083.73 Total assets... \$15,736,710.82 LIABILITIES: Amount due to policy-holders... \$61,442.23 Losses adjusted and not due... 333.33 Losses in suspense, waiting for further proof... 32,348.70 Losses unadjusted... 1,180.00 Losses in suspense, waiting for further proof... 5,000.00 Amount necessary to reimburse outstanding risks... 13,702,445.21 Total liabilities... \$15,824,668.29

COPY OF STATEMENT OF THE CONDITION OF THE GLENS FALLS INSURANCE CO

On the 31st day of December, 1890. Located at No. 149 Glen Street, Glens Falls, N. Y. R. M. LITTLE, President. J. L. CUNNINGHAM, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons... \$149,864.49 Real estate unincumbered... 5,496,685.00 Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value... 780,897.00 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance... 609,345.84 All other securities... 6,877.72 Debts for premiums... 106,336.95 Total assets... \$1,994,611.69 LIABILITIES: Losses adjusted and not due... \$11,492.53 Losses unadjusted... 3,211.60 Losses in suspense, waiting for further proof... 1,440.00 All other claims against the company... 17,089.86 Amount necessary to reimburse outstanding risks... 595,908.60 Total liabilities... \$585,782.61

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COPY OF STATEMENT OF THE CONDITION OF THE TEUTONIA FIRE AND MARINE INSURANCE COMPANY

On the 31st day of December, 1890. Located at Nos. 114 & 116 East-Third Street, Dayton, O. EDWARD PAPE, President. J. LINXWILLER, JR., Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in banks... \$10,674.11 Real estate unincumbered... 1,874.11 Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value... 110,999.86 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance... 269,222.89 Debts for premiums... 4,400.00 All other securities... 4,400.00 Total assets... \$410,774.15 LIABILITIES: All other claims against the company... \$3,927.34 Amount necessary to reimburse outstanding risks... 82,625.81 Total liabilities... \$86,553.15

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