ALTON IN ANOTHER FIGHT

Likely to Withdraw from the New Western Association and Cut Rates.

Gould's Course Approved by the Union Pacific Stockholders—Commotion in Express Circles—Railroad Notes.

There is now little doubt that the Chicago & Alton road will withdraw from the Western Passenger Association unless there is a speedy change of policy on the part of some of the lines in that organization. Chairman Finley delivered himself of a decision to-day that will hasten the climax. The decision sets forth that a rate of $5.75 from St. Louis to Chicago was authorized Dec. 31 for the purpose of establishing equality between members interested in that traffic, the Jacksonville Southeastern having created an inequality by the irregular sale of tickets at reduced rates through ticket brokers. The chairman expresses the belief that the equality contemplated by the agreement can now be obtained upon the basis of the standard tariff rates, and announces that the authority granted as a measure of relief will expire May 16. His ruling is that, on and after May 17 the standard tariff rate of $7.50 from St. Louis to Chicago will become operative. He also desired that on the same date the rate of $6.50 now in effect from Kansas City to St. Louis must be advanced to the standard basis of $7.50.

Three courses are open to the Chicago & Alton, which has heretofore refused to advance these rates while the boycott of the Eastern roads is in force. One is a refusal to be governed by the ruling of Chairman Finley, in which event it would probably be required to pay a fine of $100 or $200 for violation of the agreement. The second course is an appeal to the association, or to a board of arbitration, but this course the Alton cannot consistently adopt, as it does not recognize the right of the chairman to make a ruling, since the agreement specifically provides that the chairman shall make such reduced rates as are necessary to place all lines on an equality, and that no rates can be advanced or new ones made without the unanimous consent of the members. The position it takes on this point is that it is not necessary to advance rates to put the lines on an equality. The third alternative open to the Alton road, and the one which it is most likely to adopt, is withdrawal from the association. The officials of the road say that this step will be taken with regret, but that the action of the Wabash and the Atchison roads in insisting upon a ruling by Chairman Finley indicates that these two lines are not disposed to pursue a generous or even a friendly policy toward a persecuted competitor, and that they have no recourse but to put themselves on an independent footing and protect the revenues of the company as best they can. It is now a question of whether the Alton shall fight its battles single-handed, or whether the other Western roads which are as much committed to the policy of paying commissions as the Alton will help it out of its dilemma. It is argued by many railroad men that the latter course would be the consistent one, and that it is the only one that will save the Western Passenger Association from disruption. Evidently the crisis is near at hand.

Commotion in Express Circles.

There is considerable excitement in express circles over the National Express coming west of Buffalo. This is the first break of this character since the Merchants Union Express sprung into existence and was swallowed up by the old companies after a short existence. The National Express, however, is an old company, but until now has confined itself to roads east of Buffalo. An impression prevails that the American Express Company is behind the move, as some of the stockholders of the American are also large holders of the National Express stock. The roads over which the National Express is to operate, so far as now settled on, are the Nickel-plate, the Grand Trunk, the Chicago & West Michigan and the Toledo, St. Louis & Kansas City. It is understood that A. W. Benton, one of the route agents of the American Express Company for Indiana, is to be the Western superintendent of the company, with headquarters at St. Louis, and Charles McDonald, for twenty years past cashier of the American Express at St. Louis, is to be the agent of the National Express Company at St. Louis.

The Pennsylvania's Relief Department.

The executive committee of the Pennsylvania Company's relief department held its quarterly meeting in Cleveland on Monday. General Manager Wood, Superintendent of Transportation Taylor and a number of other officials and employes, of which the committee consists, were in attendance. The statement of Superintendent Smith, of the association, which was presented at the meeting, showed the membership of the relief department of the whole Pennsylvania system, on March 3, to be 12,101, out of a total number of 24,038 employes, or 50.3 per cent. The financial statement shows the total receipts of the association, up to March 31, to be $201,985.25, and total disbursements, $174,559.19. When from this are deducted death and disablement benefits accrued and unpaid, assessments not yet collected, etc., which aggregate $45,086, there will be found a deficit of $17,659.94. The deficits are always guaranteed by the company, which, however, takes no part of any surplus which may accrue, this being devoted exclusively to the payment of benefits.

Completely in Gould's Hands.

A Union Pacific meeting of stockholders was held at Boston yesterday. The ticket for directors received 371,238 votes, all that were cast. Every act of the directors was indorsed. The directors organized as follows: President, Sidney Dillon; vice-president, S. H. H. Clark; second vice-president, G. M. Lane; comptroller, Oliver W. Mink; treasurer, G. Harris; secretary, Alex. Millar. Mr. Jay Gould, in an interview, said: "The proposed new collateral trust 5 per cent. mortgage bonds will be limited to $25,000,000, but not more than $10,000,000 will be issued at present. It may not be necessary to make any stock bonus with the issue, as the Union Pacific credit is improving so rapidly, but as yet nothing has been determined about any stock issue. We ought to realize $9,000,000 cash from these bonds."

Personal, Local and General Notes.

The New Albany Belt & Terminal railroad is so near completion that trains will begin to run over it to-morrow.

The Union Pacific is filing a chattel mortgage on its rolling stock of $1,600,000 in all the western counties of Kansas.

The Texas Central railway was sold at Waco, Tex., on the 23d instant under foreclosure to the committee of reorganization for $750,000.

C. H. Trimble has been appointed general freight and passenger agent of the Kentucky and Indiana bridge and of the New Albany Belt & Terminal road.

J. B. Ruter, who for some years has been agent of the Ohio & Mississippi road at New Albany, has resigned to accept a position on the Louisville Southern road.

W. M. Greene, general manager of the Big Four lines, has gone to New York for a conference with the Vanderbilt management in regard to summer time schedules.

The ticket agents on the Rushville, Greensburg & North Vernon road were checked over from the Big Four to the Cincinnati, Wabash & Michigan management yesterday.

Master Mechanic Torrence, of the Evansville & Terre Haute road, will hereafter act as master mechanic of the Louisville, Evansville & St. Louis road, also one of the Mackey lines.

G. B. Wandluss, commercial agent of the Toledo, Ann Arbor & North Michigan road, has resigned, to accept the general agency of the Ontario Express Company for the State of Michigan.

Thomas McGill, general Western agent of the Central road of Georgia, who was injured in the wreck on the St. Louis division of the Big Four, is improving, but he will be obliged to remain at St. Vincent Hospital several days longer. His son and daughter are both here and aid in caring for him.

J. V. Parker, late assistant general freight agent of the Union Pacific, has been appointed general Western agent of the Odell Refrigerator Company, with headquarters at San Francisco.

Charles L. Stone, general ticket and passenger agent of the Chicago & Eastern Illinois road, states that their dining-car service, which was established three months ago, is already on a paying basis.

D. C. Baldwin, agent of the Red line at Toledo, has been appointed general agent of the line, with headquarters in Detroit, his territory covering Michigan. E. L. Adams will succeed him as agent in Toledo.

The Lake Erie & Western now has 102 locomotives, 70 passenger cars and 3,656 freight cars. The power this year will probably be increased ten locomotives and the freight equipment one thousand box cars.

H. Hirschberger, chief clerk of the Peoria, Decatur & Evansville at Peoria, has been appointed agent of the road at Peoria, vice F. H. Williard, who goes to Louisville to represent the L., E. & St. L. road.

The passenger earnings of the Lake Erie & Western road for March were nearly seven thousand dollars ahead of March, 1890, and the earnings for April will show fully as handsome an increase over April of last year.

May 1 L. R. Van Diviere, agent of the Kansas City, Fort Scott & Memphis road at Atlanta, takes the position of assistant general freight agent of the road, with headquarters at Memphis, succeeding O. G. Parsley, resigned.

A resolution has been introduced by request in the Baltimore City Council, authorizing the sale of the Western Maryland railroad to John H. Bryant, of New York, and others for $1,500,000. The Brice-Thomas syndicate wants the road for the West Point Terminal system.

N. C. Bennett, for some years past passenger conductor on the Louisville division of the Pennsylvania lines, has tendered his resignation, to take effect to-morrow. Mr. Bennett goes to Chicago to enter the service of the American Motor Company on a very handsome salary.

The officials of the Louisville, New Albany & Chicago road state that they are now in shape, as regards equipment, to do double the business they did last year, and in their stone and grain traffic they expect to do double the business they did in the last nine months of the year ending April 30, 1891.

B. H. Ball, general freight agent, and H. C. Tucker, general Western freight agent of the Philadelphia & Reading road, are making an extended Western trip in the interests of the road, which, through the Central States Dispatch, is to secure more business from this territory and west of here.

Rumor has it that the pay of not only the messengers of the American Express Company is to be advanced, but those of employes in several other departments as well. This is no more than right, as there have been three reductions in wages and but one advance in the last fifteen years.

The New York Central management has decided upon civil-service reform among its employes. An examination is soon to be held of the men connected with the operating and motor departments. A list of about 260 questions has been prepared. Engineers, firemen, conductors and trainmen are included in those who will have to stand an examination.

The statement that W. L. Breyfogle, assistant to the president of the Louisville, New Albany & Chicago road, sent from New York to the effect that Mr. Breyfogle owed Decker, Howell & Co. is denied. It is said by one who knows that he does not owe them one cent; and further, that no suit has been brought against Mr. Breyfogle to recover the alleged sum.

H. H. Porter, President of the Chicago & Eastern Illinois, is quoted as saying that "the road is earning a six-per-cent. dividend on both its preferred and its common stock, but it does not follow that a dividend will be paid on the common stock, as the money can be used to more advantage in improving the road-bed and increasing its equipment."

An independent company proposes to build a road from a connection with the Union Pacific, via Pioche to Los Angeles, Cal., through a rich fruit country. This was one of Charles Francis Adams's pet schemes when president of the Union Pacific, but Jay Gould has abandoned the enterprise. The company which proposes to build the road is composed largely of St. Louis capitalists.

The Big Four lines earned in the third week of April $231,204.70, which was a decrease of $11,975.34, as compared with those of the corresponding week of 1890. Its earnings for March and for the nine months ending March 31 shows: March: Gross earnings, $1,060,317; net earnings, $323,494; net decrease, $29,827. Nine months: Gross earnings, $10,036,793; net earnings, $3,244,944; net decrease, $129,729.

The employes on the Peoria division of the Big Four recently forwarded to J. A. Shirley, their late chief train-dispatcher, a diamond stud as a token of the high esteem in which he was held by his late associates. Mr. Shirley yesterday acknowledged the receipt of the gift in appropriate terms. He has accepted a position on the Richmond & Danville system, with headquarters at Birmingham, Ala.

"Inquirer" asks when the Big Four will take possession of the Cincinnati, Wabash & Michigan road. The understanding now is that President Ingalls will do so as soon as the Cincinnati, Wabash & Michigan proper, the Rushville extension and its Greensburg and North Vernon divisions are put in good physical condition with the money to be raised on the new issue of bonds, and the whole well equipped.

The Michigan Central people have decided to complete the doubling of their track this year between Buffalo and Detroit, and next year continue the double track westward from Detroit to Chicago. Between Buffalo and Detroit there is but a strip of eighty miles which is not now double track. This is between Welland and St. Thomas. On this eighty miles the road-bed and bridges are nearly ready for a second track, and west of Detroit there are a number of long stretches of the road which are practically double-tracked.

The Indianapolis division of the Order of Railway Conductors, No. 103, on Sunday next, will hold its last meeting prior to the assembling of the delegates of the national association, in St. Louis, on May 12. The meeting is to be a very important one on Sunday, and a full attendance is desired. One of the grand officers will be present, and the committee to represent the State at the St. Louis meeting will be selected. The Indianapolis Board of Trade will also send a committee to urge the location of the headquarters of the association at Indianapolis. The prospect that Indianapolis will be selected is very flattering.

An attorney who gives much attention to railway litigation remarked, yesterday, that he was astonished in looking over the court records at the number of suits which have been brought against the Louisville, New Albany & Chicago Railroad Company. He questioned if any three roads crossing Indiana had been subjected in the last two years to so much litigation. During 1889 and 1890 there were 175 suits brought against this company, and of this number 167 cases have been cleared from the court records, but sixty of the cases coming to trial in the two years. Adjustments are not included in these figures, several of which never found their way to the courts, being satisfactorily arranged without litigation. At the present time the Louisville, New Albany & Chicago has fifteen cases which are now before the Supreme Court of Indiana on appeal, some of them of more than two years' standing.

May Musical Festival Tickets.

Season tickets for the May Musical Festival, good for all performances, including Monday night rehearsal, first two rows on balcony are to cost $7; all other seats will be $6. The price for single reserved seats for all parts of the house, except two rows on balcony, evening concerts will be $1.50, and those for the matinees $1, with 50 cents extra for the first two balcony rows. The general admission, evening concerts, will be $1; matinees 75 cents. An auction sale of seats will be held, under the auspices of the Commercial Club, at Y. M. C. A. Hall, Saturday, May 16, beginning at 8 P. M. Private sale of season tickets will begin on Monday, May 18, at 9 A. M., at the Big Four ticket-office, corner Washington and Meridian streets. The sale of single seats will begin Thursday morning, May 21, at the same place. Non-residents can secure seats by addressing Charles E. Coffin, treasurer, No. 90 East Market street.

CULLINGS FROM THE COURTS.

A Case Where Plaintiff and Defendant in Turn Asked for Continuance.

The suit of Lawrence Brennan against John O'Conner called for trial in the Circuit Court yesterday, was continued under unusual circumstances. The plaintiff is seeking to recover damages from O'Conner, foreman of the Big Four freight depot, for slander, in reporting that Brennan and others were found in a freight car with a barrel of whisky, in transit, on tap. Henry Spaan appeared for the plaintiff, but his chief witness rose in court intoxicated. The lawyer was then very anxious for a continuance, but John Duncan, appearing for the defense, was just as anxious to proceed. The judge ordered the trial to continue. Mr. Duncan raised the point of incompetency of the complaint, and moved to dismiss the case, because the word "report" was used where the singular was necessary to make the allegation hold against his client. The court was ruling for the defendant, when Mr. Spaan, who saw the error, stated that he would ask leave, as the law allows, to amend the complaint. It was now Mr. Duncan's turn. "Then I want a continuance, may it please the court," said he. This caused considerable amusement, and Judge Brown said: "The case will be continued, but when it is set for trial again I want everybody ready, and do you, Mr. Spaan, see that your witnesses are here in court, and sober."

Spencer House Proprietors Sued.

Nathan E. C. Whitney, who claims to be a patent solicitor, brought suit yesterday in the Circuit Court for $5,000 damages against Henry M. Lawrence and Patrick White, proprietors of the Spencer House. He says that on April 19 he was, as he had been for three days, a guest of the house, and that at midnight he was ejected from his room by the defendents, who detained him an hour in the office of the hotel. They accused him of the crime of embezzlement and of being a vagrant, and then handed him over to the police, by whom he was taken to the station-house, where he was slated as a vagrant. He says he is a fair and honorable man, whose business yields him $1,000 a month, and on the trial before the Mayor, after spending four days in jail, he was honorably acquitted. His treatment by the defendents, he says, was wholly unwarranted and inspired by envy and malice.

First Tried of the Horton Gang Guilty.

The jury in the case of State vs. John Patterson received it yesterday morning and came to a decision on the first ballot, voting guilty. The sentence was made seven years in the penitentiary. The verdict is far from reassuring to the other four of the Horton gang, indicted jointly with Patterson.

Notes from the Docket.

Leopold Daniels yesterday qualified as administrator of the estate of Sarah Young, with bond of $1,000.

Frank Fremoin, of Ft. Wayne, saloon-keeper, pleaded guilty in the federal court, yesterday, to violating the internal revenue laws, and was fined $10 and costs, which he paid.

An affidavit against J. H. Vajen, owner of the Vajen Block, was filed yesterday by officer Sanborn, at the instigation of the Board of Health. It was based on the condition in which the block named has been kept.

Anna B. Birk, in a suit filed yesterday against Frederick Baumann, alleges that the defendant had represented to her that he was the owner of a valuable farm and city property. Relying upon such representations she loaned him $700. She says she was purposely deceived, and demands $1,400 damages.

Adelaide Tscentsher has petitioned the Superior Court for an award of $800 damages against Susanna Bartholomew and others, for the unlawful removal, as is alleged, of the fence dividing the plaintiff's property from that of the defendant. It is further alleged that the fence was set in upon plaintiff's land a distance of from six to twelve feet.

The Court Record.

SUPREME COURT DECISIONS.

15117. Wayne Pike Company et al. vs. Wm. H. Hammons et al. Jay C. C. Affirmed in part, reversed in part. Coffey, J.—In a case where more than a mere accounting is sought, namely, the appointment of a receiver to take charge of the corporate property, which, it is alleged, is being converted by the officers in possession, the complaint is not defective by reason of a failure to allege that before the commencement of the suit the plaintiffs (stockholders) made a demand upon the directors of the corporation while in session to bring the suit in the name of the corporation. 2. Where officers of a corporation used its funds in private business under the guise of an exorbitant salary, in an action for an accounting they are chargeable with interest thereon. 3. When the majority stockholders of a gravel-road company are derelict in the matter of repairs, endangering the rights of other interested parties and rendering the property non-productive, a receiver may be appointed. 4. An adjournment by court, a special judge presiding, to a given day for a sufficient reason will not defeat the jurisdiction of the court. 5. A decree of a court as to matter not involved in the issues in the cause is erroneous.

16040. Enoch Joslyn vs State. Allen C. C. Reversed. Elliott, J.—An information charging larceny in a single count of property belonging to two different persons is bad for duplicity when promptly assailed.

14681. First National Bank vs. Charles H. Parson, Assignee. Miami C. C. Reversed, McBride, J.—In the absence of a statute forbidding it, a surviving partner has power to secure creditors by mortgage.

APPELLATE COURT DECISIONS.

60. Daniel Wolf vs. Josiah P. Nicholson. Henry C. C. Affirmed. Black, C. J.—Animals which escape from an inclosure wherein they have been placed by their owner for the purpose of confining them, and which he endeavors to recover when he learns of their escape, cannot be regarded as animals running at large, within the meaning of the statute. Acts 1887, p. 38.

115. Leonidas W. Keisling vs. John A. Readle, Rush C. C. Affirmed. New, J.—The strong presumption is that, by proper effort, a party seeking a new trial might have discovered the evidence and used it on this trial, and that his not having done so is owing either to intentional omission or to unpardonable neglect. To rebut this presumption he must make out a case free from delinquency. His excuse must be so broad as to dissipate all surmise to the contrary, and he must show that he was on the alert, but, notwithstanding, the evidence eluded him. The utility of granting the motion will be weighed, and if there is not a strong probability that the party has something to gain by the use of his newly-discovered evidence, a new trial will be denied.

44. Charles L. Wall, Treasurer, vs. William C. Thomas, Administrator. Cass C. C. Affirmed. Crumpacker, J.—Under the revenue law of 1881 county auditors had power to enter omitted property for taxation, but not the power to revalue property which had been listed and appraised.

72. Joshua M. Wrestling, Receiver, vs. Edward M. Worthin, Decatur C. C. Affirmed. Robinson, J.—Where an agent in Indiana took an application for insurance, forwarded it to the home office of the insurance company in Pennsylvania and upon its return delivered it to the insured and received past premiums—held that the contract was made in Indiana and comes within the provisions of Secs. 3022, 3030 and 3765, R. S., 1881, relating to foreign insurance companies. And such company could not enforce a contract for unpaid premiums until it complied with the statutes. The fact that it had dissolved would not give the receiver a right to enforce such contract because the company was unable to comply with the law.

100. L., N. A. & C. R. R. Company vs. Charles D. Eves, Vanderburg S. C. Reversed. Reinhard, J.—When a plaintiff left his horse unguarded and unhitched and in close proximity to a railroad track, upon which he knew it was morally certain a train would approach to within a few feet of where his horse was standing, with another train standing on the track not more than fifty feet away ready to pull out, and the thoroughfares in the immediate vicinity blockaded with horses and vehicles, as he knew, he was guilty of negligence, and whatever may have been the fault of the company's servants in failing to ring the bell, place the proper headlights or take other precautions, he cannot recover.

15920. S. C. Adolphus E. Merrett vs. Jane A. Gibson et al. Switzerland C. C. Rehearing denied.

SUPERIOR COURT.

ROOM 1—HON. Napoleon B. Taylor, Judge.

Indianapolis Brewing Company vs. Thomas J. Fleming et al.; note. Dismissed at plaintiff's costs.

Mary Burnett vs. Henry Batey; damages. Judgment on verdict for defendant.

White Sewing Machine Company vs. Mary Palmerton et al. Motion for new trial overruled.

Hattie E. Sharp, Administratrix, vs. Commercial Travelers' Mutual Accident Association of America. Motion for new trial overruled.

ROOM 2—HON. JAMES W. HARPER, JUDGE.

The Alma & Dœpke Company vs. David Hazzard; notes. Dismissed by plaintiff.

Alexander Leslie vs. Coridon D. Long et al.; for commission for sale of real estate. Trial by court and judgment for plaintiff for $82.40.

Bernard Koehring et al. vs. John Hamilton et al.; mechanic's lien. Trial by court and finding for defendants.

Louis Rahke vs. August Rahke et al.; to quiet title. Finding for defendants.

John Grissell vs. The Noel Brothers' Flour and Feed Company; damages. Appeal. Argument heard on demurrer and taken under advisement.

ROOM 3—HON. LEWIS C. WALKER, JUDGE.

Crescent Brewing Company vs. Frank Hoffman; account. Judgment for $72.31.

Indianapolis Sentinel Company vs. Isaac M. Miller; foreclosure. Judgment for $169.50 and decree of foreclosure.

New Suits Filed.

Curtis D. Haywood vs. Kingan & Co., Limited; account. Demand, $1,200.

John Rudd vs. Mrs. B. Green (now Mrs. William P. Socwell); account. Demand, $400.

John Rudd vs. Milton Spencer Socwell; account. Demand, $250.

George Lebold vs. Joseph Lebold; divorce. Cruelty.

Adelaide Tscentscher vs. Susanna Bartholomew et al.; damages.

William Wulf vs. Stephen Dillingham et al.; to quiet title.

Anna B. Birk vs. Frederick Baumann; damages. Demand, $1,400.

CIRCUIT COURT.

HON. EDGAR A. BROWN, JUDGE.

Lawrence Brennan vs. John O'Connor; slander. Demand, $5,000. Trial by jury. Part of evidence heard, and cause continued.

New Suits Filed.

Nathan E. C. Whitney vs. Henry W. Lawrence and Patrick White; damages. Demand, $5,000.

Nora Saulsberry vs. William Saulsberry; divorce. Abandonment and commission of felony.

CRIMINAL COURT.

HON. MILLARD F. COX, JUDGE.

State vs. John Patterson; burglary. Verdict of guilty, and sentence of seven years in State Prison North.

State vs. Thad Stevens; grand larceny. Evidence heard, and taken under advisement.

State vs. William Sayers; grand larceny. Sentence of two years in State Prison North.

State vs. Thomas Miller, Joseph Ferriter, Frank Shipman and Joseph Madden; incorrigibility. Finding of guilty, and ordered committed to Reform School.

Streets to Be Improved.

The Board of Public Works, in an executive session, yesterday, that consumed several hours, adopted declaratory resolutions for improving seven streets, as follows, with brick; Virginia avenue, from Washington to Shelby street; South Delaware street, from Big Four tracks to Madison avenue; Kentucky avenue, from Washington to West street; West street, from Kentucky avenue to Morris street; with asphalt: Massachusetts avenue, from Pennsylvania to Delaware; Delaware, from Massachusetts avenue to St. Clair street; Seventh street, from Alabama to Mississippi. President Conduitt said the board has the improvement of two more streets on the North Side under consideration, but no definite action thereon should be taken for a day or two. The advertisements to improve the seven streets will be made today, but a day for the hearing of remonstrances has not been set. Declaratory resolutions must be published two weeks before the bids are advertised for.

The board granted the petition for the laying of a sewer in the alley between Pennsylvania and Meridian streets from Seventh street to the first alley south of Twelfth. A sewer was also ordered for Seventh street from Meridian street to the first alley running north, and one in that alley to the first alley running south of Twelfth street.

A very numerously-signed remonstrance against the sewer on Pennsylvania street, between Pratt and Second, was presented. Final action was taken on this matter last Monday morning, and the remonstrance was filed Monday afternoon, a couple of hours too late. A remonstrance against the paving of Seventh street with asphalt was presented by seven property-owners between Mississippi street and the Big Four tracks. As a result of this last remonstrance the Seventh-street pavement will be cut off at Mississippi street, thus saving the city the cost of the street intersection.

The Bicycle Season.

The fine weather and dry roadways have brought out the bicyclers in great numbers, and the two local organizations of wheel-riders, the Wheelmen and the Zigzag Club, are laying plans for coming events. On Decoration day the Zigzags will have a five-mile handicap road race on the pike between Cumberland and Greenfield, in which there will be three prize medals given by bicycle-dealers of this city, and for which the contest will be very spirited. On next Sunday the Zigzags will take a run to Franklin, where they will meet the Columbus wheelmen and the two parties will dine together. An effort will be made to hold a meeting in this city of the Indiana State League of Wheelmen on July 4. If the project carries, and there is little in the way of success, between five hundred and six hundred wheelmen will be brought together, and an interesting series of races will ensue. A project is on foot, originated by H. C. Newcomb and W. G. Hunter, to build a bicycle club-house in this city, with gymnasium and baths attached, the building to cost $10,000. The proposition is to raise the required funds on the building association plan, the shares to be $100 each, payable in weekly installments of 25 cents on each share.

Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty four hours ending at 5 P. M., April 29, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market street:

Frank B. Walker to Lucinda Baughman, lot 118 in Bradbury & Co.'s southeast addition	$100.00
Rachel Peters to Louis Weil, south half of lot 28 in Beaty, commissioner's, subdivision of outlot 101	2,100.00
John J. Cooper to Augusta J. Martindale, lot 25 in Picken & Loftin's East Washington-street addition	400.00
Sheldon Waggoner to Lewis C. Burke, lot 29 in square 1 in Caven & Rockwood's East Woodlawn subdivision	1,600.00
John J. Blackwell to Thomas Blackwell, lot 76 in McCarty's subdivision of outlot 120	1,400.00
Thomas Blackwell to Norah Blackwell, lot 76 in McCarty subdivision of outlot 120	1,450.00
Mason J. Osgood to Harry M. Walker, lots 14 and 44 in Osgood's North Park addition	800.00
Harry J. Milligan to Dwight W. Williamson, lots 3 and 4 in Milligan's Cottage Place	1,100.00
August M. Kuhn to Henry F. Reimer, lot 14 in Kuhn's subdivision of lot 4 in Morris's addition	350.00
Lizzie Walker to Arthur A. Anderson, lot 6 in square 3 in North Park addition	430.00
Catharine Merrill to Joseph Kasberg, part of outlot 22	9,000.00
Conveyances, 11; consideration	$18,730.00

Amusements.

There will be a change of attraction at the Park Theater to-day, the well-known comedian, Bobby Gaylor, appearing afternoon and evening and during the rest of the week in "The Irish Arab," a comedy that was well liked when presented here earlier in the season. It has much that is original and some excellent specialties are introduced in it. The company includes well-known people.

"Blue Jeans" has struck the popular fancy, and the performances at English's are being received with enthusiastic manifestations of favor. There is a freshness and originality about the piece that makes it very enjoyable, and the cast is one of unusual excellence. It will be repeated tonight and during the rest of the week, with another matinee on Saturday.

BRICK, ASPHALT OR GRANITE?

What a Citizen Says About the First-Named Material—A Durable Pavement.

To the Editor of the Indianapolis Journal:

Brick, as a paving material, has passed beyond the region of experiment in this country. The test has been made at Columbus, O., and it is the pavement of the future. Columbus, after experimenting with asphalt, granite and other materials, has under contract or about to be contracted, twelve miles of paving on twenty-five streets, and nearly every foot of it is brick. No better evidence of the durability of brick is needed than the tunnel under High street at Columbus. There is a grade there of 12 or 14 per cent. The grade is paved with Medina stone—harder than granite—with occasional rows of brick blocks. The Medina stone is worn to a considerable extent, so much so that in places the stones should be renewed, while the brick blocks show scarcely any wear.

The question whether brick pavements will stand the pressure, heavy loads and hard wear, can only be asked by one who has never seen the modern paving brick. There are bricks and bricks. Columbus has found this out, as Cincinnati learned at some cost that there is granite and granite. Bloomington, Ill., has a brick pavement that is seventeen years old; Charleston, W. Va., has one that is fifteen years old. Pine street in San Francisco was paved with brick fourteen years ago, and to-day they haul ten-ton loads of silver ore over it. At Galesburg, Ill., there is a brick pavement that has been down nine years, and is now in good condition. Clinton, Ia., has a fine pavement put down on broken stone. At the C., B. & Q. freight depot in Chicago cedar block, asphalt and granite have all been tried and thrown aside for brick.

The advantages of brick for paving purposes are: (1) They make a practically noiseless pavement; (2) they fit so close that there are no interspaces to retain filth; (3) it is easily cleaned; (4) it is easily repaired, and opened for gas and water trenches; (5) can be made any size; (6) skilled labor not necessary to put it down; (7) there are many brick manufacturers in the country, there is great competition in the business, and any contractor can bid on the work; (8) brick pavements are so smooth as to reduce the tractive power, and wear and tear on vehicles almost to a minimum; (9) brick do not polish under wear, are not dangerous or slippery in wet or frosty weather, and hence always afford a good foothold to horses; (10) good vitrified paving brick are not affected appreciably by moisture, frost or fire; (11) the cost of brick pavement is less than any durable pavement.

No intelligent man can make a careful examination and remain unconvinced.

T. H. SPANN.

INDIANAPOLIS, April 29.

Need Not Fear the Alliance.

Detroit Tribune.

The Republican party, when its principles and policy shall have been thoroughly presented to the people, will have nothing to fear from either the proposed third party or any of its probable combinations with the Democracy. Even with the conditions unchanged, there is an even chance that the Democrats will suffer an equal numerical loss with the Republicans, if there is any continued defection at all. But the conditions will not remain unchanged. Long before the close of the campaign of 1892 Republican doctrines will be more firmly intrenched in the popular favor than ever.

As a Rule

Your own feelings will tell you when you are in need of a tonic or blood purifier. A lack of energy, a tired feeling, depressed spirits, are good indications that the blood is sluggish and your system is out of order.

"I HAVE USED S. S. S. FOR DEBILITY RESULTING FROM CHILLS AND FEVER, AND HAVE FOUND IT TO BE THE BEST TONIC AND APPETIZER THAT I EVER TOOK. IT ALSO PREVENTED THE RETURN OF THE CHILLS." A. J. ANYLIN, EUREKA SPRINGS, ARK.

Books on Blood and Skin Diseases free.

THE SWIFT SPECIFIC CO., Atlanta, Ga.

THE SECOND INSTALLMENT

— OF —

LORD WOLSELEY'S

Paper on the "Life, Character and Achievements of Gen. W. T. SHERMAN" will appear in the

JOURNAL of SUNDAY, MAY 3.

Lord Wolesley seldom writes for the press and his productions are eagerly read. This is particularly true of his paper on Gen. SHERMAN. This important contribution to the literature of the time will not be found in any other Indiana paper.

BRUSH BRILLIANCY

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THE BRUSH ELECTRIC CO.

CLEVELAND, OHIO.

NOTICE TO STOCKHOLDERS.

The Indianapolis & Northeastern Railroad Co.

INDIANAPOLIS, IND., April 8, 1891.

The annual meeting of the stockholders of the Indianapolis and Northeastern Railroad Company, will be held at the principal office of the company in the city of Indianapolis, Indiana, on Thursday the 30th day of April, 1891, for the election of directors and the transaction of such other business as may be brought before the meeting. By order of the Board of Directors.

W. E. HACKEDORN, Secretary.

JEFFERSONVILLE, IND., April 3, 1891.—Sealed proposals, in triplicate, subject to usual conditions, will be received here until 11 o'clock a. m. (central standard time), Monday, the 4th day of May, 1891, for furnishing at the Quartermaster's Depot here various articles of quartermaster's stores, such as stationery, office furniture, ranges, galvanized ash barrels and feed boxes, cocoa matting, horse blankets, hand carts, escort wagons, blacksmiths, wheelwrights' saddlers, painters, and miscellaneous tools; hardware, rubber hose, lawn mowers, mowing machines, paulins, wagon parts, coffins, horse and mule collars, horseshoe nails, horse and mule shoes, axle grease, rope, iron, paints, oils, range castings, etc. Preference will be given to articles of domestic production and manufacture, conditions of quality and price (including in the price of foreign productions and manufactures the duty thereon) being equal. Government reserves right to reject any or all proposals, and to accept the whole or any part of the supplies bid for. All information furnished on application to this office. Envelopes containing proposals should be marked "Proposals for Q. M. Stores," and addressed to Colonel HENRY C. HODGES, Assistant Quartermaster-general, U. S. Army, Depot Quartermaster.

THE NEW YORK STORE.

[Established in 1853.]

INDIANAPOLIS, April 30, 1891.

BETTER COME EARLY

The Linen Sale. The TRUTH plainly told would sound like exaggeration. Won't you come and test it by sight, touch and comparison—it will pay you.

We told you yesterday of the Towels—to-day we mention Napkins.

50 dozen $\frac{5}{8}$ all-Linen full-bleached Napkins at 49c per dozen.

One case Silver-Bleached German Napkins, $\frac{3}{4}$ size, $1.19 per dozen.

About 140 dozen extra heavy $\frac{3}{4}$ size Napkins, full bleached, $1.39 per dozen; you've paid $2 for them.

Satin finish Damask Napkins, $\frac{3}{4}$ size, beautiful designs, $1.98 per dozen; honestly worth $2.50.

Careful housekeepers will anticipate their wants for a year or two at this sale.

Linen; East Aisle.

Dress Goods.

The fine weather is briskening up the cotton fabrics. We open today a big line of Summer Challines — an excellent fabric for late spring wear. The designs are beautiful, the texture just right, makes up gracefully, enough body to give it dignity—the price is not dignified by any means—12½c a yard—32 inches wide—50 styles.

Dress Goods; West Aisle.

We are satisfied to sell all things on their merits. It's not a question of who can beat.

Solid Silver Thimbles, 15c.
Children's Solid Gold Rings, 17c.
Canvas Belts, 5c.
500 Fancy Leather Pocket-books, 19c.
Castile Soap, 1c a cake.

Center Aisle.

Many will be benefited by the special bargains of the week in the Cutlery Department. The particulars will be found in another part of this paper.

Cutlery; West Main Door.

PETTIS DRY GOODS CO.

CLIMAX BAKING POWDER IS ON TOP BECAUSE No other is so Good No other is so Cheap Costs less than Half and pleases much better than the over-priced and over-"endorsed" kinds. Judge for yourself. In Cans. At your Grocer's

GAS-BURNERS FREE OF COST.

If at any time artificial gas is desired for illuminating purposes this company will, upon application, attach meter and put on burners free of cost.

The Indianapolis Gas Company

S. D. PRAY, Secretary.

Stockholders' Meeting C., C., C. & St. L. Ry. Co.

A special meeting of the stockholders of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company will be held at the principal office of said company, in the city of Cincinnati, Ohio, on the 6th day of May, A. D. 1891, at 10 o'clock a. m., to consider the question of making an operating contract with the Cincinnati, Wabash and Michigan Railway Company, and of issuing the bonds of this company, not to exceed in the aggregate the sum of four million dollars principal, with interest at the rate of four per cent. per annum, principal and interest payable in gold, secured by a mortgage made by this company and the Cincinnati, Wabash and Michigan Railway Company upon the property embraced in said operating contract, including the interest of this company in said railroad and property under said operating contract; and for such other business as may come before said meeting. The transfer books of this company will be closed at the close of business on April 30, 1891, and opened at the opening of business on May 7, 1891.

E. F. OSBORN, Secretary, C., C., C. & St. L. Ry.

April 3, 1891.

The Sunday Journal, $2 Per Annum