## THE ALTON WINS A VICTORY

### Its Rates for Summer Tourist Tickets Adopted by Other Western Lines.

### Now Able to Compete with Its Rivals in Spite of the Boycott—Commissioner Midgley's Authority Defied by Mr. Springer.

A conference of general passenger agents representing the Western and Southwestern roads was held yesterday at Chairman Finley's office, Chicago, to determine what course should be taken in consequence of the Chicago & Alton's action in lowering the round-trip excursion rate between Kansas City and the Eastern gate-ways of the Western Passenger Association. The result was Chairman Finley authorized the interested lines to put into effect the same rates adopted by the Alton for the tourist season, to-wit: Twenty dollars from Kansas City to Chicago and return, and $13 from Kansas City to St. Louis and return—the new rates to be in force on and after to-day. This decision of the chairman is eminently satisfactory to the Alton people, and if all the roads abide by it there is not likely to be any further trouble about summer tourist rates. If the chairman had authorized a reduction of the through rates to Eastern points the Alton would have knocked another dollar off its local rates, and would have continued this sort of warfare as long as its opponents saw fit to strike back. But it does not object to the action that was taken yesterday. As the matter now stands, the passenger who buys a through tourist ticket from Kansas City to the seaboard will be required to pay $1 more than if he bought a ticket only to Chicago and St. Louis and then purchased another to his destination. The Alton relies upon this difference practically to ruin the sale of through tickets and enable it to compete with the other lines in spite of the boycott.

#### Railway Advertising.

President Ingalls, of the Big Four and Chesapeake & Ohio roads, when in the city, last week, remarked to a Journal reporter that he thought the railroad companies were making a mistake in not properly advertising their lines, and he intended, as early as practicable, to establish a Big Four and C. & O. advertising bureau. About eighteen months ago the Pennsylvania Company took steps in this direction, and has done all its advertising of late through the newspapers, and the results have been very gratifying to General Passenger Agent Ford and his subordinates. The Railway Review, in its last issue, contains a very well-written article on the matter of properly advertising a railroad, its advantages, attractions, etc. The gist of it is that merchants in large cities, in order to catch the trade of buyers in a million people, spend annually ten times the amount expended by railways to get the favor and good will of ten million people. A casual examination into this matter will demonstrate that a larger expenditure to attract business is made through the dead-head system than is spent in direct appeals to the traveling public via the medium of newspaper work. Special fitness is required for the proper running of the road. Men are chosen and given large salaries solely for the reason of recognized worth; but although thoroughly equipped in every other branch of service, the so-called progressive railway is still without the invaluable aid of an advertising bureau in charge of a capable head or chief. The writer says: "I know of several roads, whose equipment in every particular is almost a dream of Aladdin's lamp in magnificence, passing through scenery unbounded and unlimited in sublimity and beauty, a panorama of delightful restfulness to the eye, speeding by pictures painted by nature in her most brilliant colorings—yet a morning train, consisting of not more than four coaches (and often less) is only fairly filled, and a corresponding train at night has scarcely twenty passengers. Why, these roads could fill their coaches and compel ere long the running of trains in sections, if they would but organize an advertising department on a practical basis. There are plenty of men capable of bringing business to a road after a little training. Managers will out, slash and dash for a theatrical troupe of twenty persons, and then blow about it as a big thing. If they would spend the same energy in advertising their line to the people on or near the line or connecting lines, they would gain a larger troupe at full rates.

#### Mr. Midgley's Authority Defied.

A rather foolish rumor has been set afloat to the effect that Third Vice-president Springer, of the Atchison road, may soon meet the fate that befell Traffic Manager Leeds, of the Missouri Pacific. Mr. Springer's crime is having disregarded an order of Commissioner J. W. Midgley to discontinue divisions of through rates with the Indiana, Illinois & Iowa road on traffic from the Missouri river to the seaboard. It should be remembered that the agreement of the Western Traffic Association does not empower the board of commissioners or advisory board to demand the dismissal of a railroad officer unless he is convicted of cutting rates. Mr. Springer has done nothing worse than deny the authority of Commissioner Midgley to demand the cancellation of a through-rate agreement which has been in existence several years.

#### Personal, Local and General Notes.

The Wabash road has earned, since Jan. 1, $5,240,439, against $5,384,436 in the corresponding period of 1890; decrease this year, $84,997.

Oscar Murray is to be traffic manager of the Peoria & Eastern, and he will place Ford Wood in charge of the freight traffic of the road.

The Ohio Falls car-works are building twelve coaches for the Green Bay, Winona & St. Paul road, three of which passed north yesterday.

T. E. Swain, formerly with the Big Four, now in the auditor's department of the Chesapeake & Ohio, with his family, is in the city for a few days.

It is said the Chicago & Alton management has come to the decision to withdraw from all associations and handle the rate question in its own way.

The Lake Erie & Western earned in the second week of June $56,864, which is a decrease of only $744.60, as compared with the corresponding week of 1890.

Under the old schedule of wages of employes on the Big Four lines the monthly wages was $48.56 average per man employed; under the advanced schedule it is $52.83.

The Lake Erie & Western, via Bloomington, in connection with the Chicago & Alton road, is building up a very respectable business for Kansas City and Southwestern points.

Joseph Ramsey, jr., general manager of the Big Four lines, went to Peoria yesterday. He will return here this evening, and probably remain over in Indianapolis Friday.

It is stated officially that the Big Four's proprietary interest in the Cincinnati, Wabash & Michigan road exceeds that of its proprietary interest in the Peoria & Eastern fully 60 per cent.

The Erie management is expending money liberally in bettering the physical condition of the Chicago & Erie road, carrying out the ideas of V. T. Malott, late receiver, as regards improvements.

Passenger travel eastward is seldom heavier than at present. Yesterday afternoon Train 20 over the Pennsylvania lines went out with seventy-three passengers for points east of Pittsburg and 123 for points this side of Pittsburg.

W. P. Ijams, president of the Belt road and Stockyards company, has not as yet appointed a successor to W. D. Ernst. He is attending to the business personally, but thinks that later he will fill the place by promotion in the offices.

J. B. Harter, representing the Cincinnati, Wabash & Michigan road here, says that the C., W. & M. has withdrawn from the field as a Chicago passenger line. But they are in the field for excursions to Benton Harbor, giving a three days' limit.

The Cincinnati, Hamilton & Dayton is still figuring on the new time schedule, further shortening the time between Indianapolis and Cincinnati. The Big Four people take the position that the time of both lines is short enough for the distance covered, but should the C., H. & D. choose to shorten up further the Big Four can do the same, having the advantage in distance over the C., H. & D.

General Manager McDoel and General Passenger Agent Barker, of the Louisville, New Albany & Chicago road, who have been in Cincinnati for a couple of days, arranging time schedules and settling some rate matters, returned to Chicago last night.

The business men on the Chicago division of the Pennsylvania lines have sent in a long petition asking that Trains 20 and 21, taken off June 7, be restored. Superintendent Bennett will refer the matter to General Superintendent Miller, who, it is thought, will grant the request.

H. C. Cross, the newly elected president of the Missouri, Kansas & Texas road, has returned from the East, and announces that there is to be no change in the policy of operating the road. He also denies that the general offices will be removed from Sedalia.

Over $1,000,000 of the first-mortgage bonds of the Ohio, Indiana & Western road (now the Peoria & Eastern) is owned personally by Austin Corbin, and it is stated that he now takes more interest in the well-being of the property than he did before the Big Four guaranteed the interest on its bonded debt.

Charles Howard, general manager of the New York & New England road, formerly on the Danville, Olney & Ohio-river road, talks in a hopeful vein as regards the future of the N. E. & N. Y. He scouts the idea of a receivership, saying that the road is further away from a receivership than at any time in its history.

The Louisville, New Albany & Chicago has completed the branch track to the stone-quarries in Parke county, Indiana, and two car-loads were shipped on Tuesday for Chicago. The company is likely to derive a handsome revenue from this new branch. The stone is a dark red in color, soft when taken out, easily quarried, and hardens when exposed to the atmosphere.

General Passenger Agent Eustis, of the Chicago, Burlington & Quincy, has gone East for a conference with the general passenger agents of some of the trunk lines. It is hinted that he thinks that the Eastern lines are pursuing the wrong course with the Chicago & Alton, and that there may be a better method of bringing that company into line on the commission question.

The Louisville, New Albany & Chicago road, despite its misfortunes in the last three years, goes right along from year to year increasing its earnings on the same mileage—537 miles. From Jan. 1, 1889, to June 7, 1889, the road earned $917,661; in the same period in 1890, the road earned $1,002,500. This year, from Jan. 1 to June 7, the road earned $1,096,247, an increase over 1889 of $178,576; over 1890, $93,747.

The Louisville, Evansville & St. Louis company has purchased a tract of land at English, Crawford county, Indiana, where it is proposed to establish a pleasure resort. Two steam shovels have been set at work making excavations for a fish pond. The dirt taken out is being used to fill trestles in Crawford county, of which there are a number. Capitalists are to build a hotel there and make it a very attractive resort.

W. C. Rinearson, general passenger agent of the Erie, who has been West for several days, returned yesterday to New York. D. L. Roberts, general passenger agent of the Chicago & Erie, accompanying him. As a result of Mr. Rinearson's visit West it is likely changes will be made in the running time, which will make the Erie a more successful competitor for business in this territory, in connection with the Cincinnati, Hamilton & Dayton.

The Cincinnati parties having secured control of the canal bank for an electric railway raises a troublesome question for the projectors of the Logansport & Indianapolis Straight-line to settle, which is how to get into Indianapolis and to the Union Station. They had planned to use the canal bank from the point at which the road struck it, about two miles west of Broad Ripple, to Ohio street. Other lines have been figured out, but were much more expensive.

The Kansas City Journal says: "When General Passenger Agent Sebastian, of the Rock Island, read in the dispatches the other day that the Wabash was contracting to carry men from Kansas to the G. A. R. meeting for one fare, he announced his intention of asking for relief from Chairman Finley, but since he heard that these contracts called for a passage to Chicago over the Rock Island, and from there over the Wabash, he has changed his mind, at least the application has not been made."

A railway official who has been prominently identified in a number of the large railway deals in the last eighteen months, remarked to a Journal reporter that he thought there were some surprises in store regarding the Lake Erie & Western. Large blocks of the stock have been purchased by Boston capitalists, and the light bonded debt and large earnings of the road have drawn a good deal of attention to the property. The Brice syndicate, said the official, will sell the road when they can get their price.

The tenth annual convention of the National Association of Railway Telegraph Superintendents began a three days' session at Cincinnati yesterday, with Mr. G. T. Williams, of the Nickel-plate railroad, in the chair. The election of officers resulted in the choice of D. A. Jones, of the Illinois Central, president; L. H. Korty, of the Union Pacific, vice-presideat; P. W. Drew, secretary and treasurer. The next meeting will be held at Denver, Col., June 19, 1892. A number of papers on railway telegraph topics were read. Many devices are on exhibition.

The Lake Shore people are pushing the cutting down of grades and straightening of curves between Toledo and Chicago. The most important work in progress now is between LaPorte and Rolling Prairie, Ind. Here, for a distance of eight miles, the road is being rebuilt, and at quite a distance from the old road-bed. For a mile and one-half a fill thirty-five feet in height is being made. This is across the Little Kankakee marsh, and for long distances each side of the marsh a cut ranging from forty to forty-five feet in depth is being excavated. When the improvements now decided upon are completed the maximum grade of the road between Chicago and Toledo will be but eighteen feet to the mile.

The Logansport Pharos says Logansport wants a branch of the Railroad Y. M. C. A. located there, and is very confident it will be well supported. Logansport is on the Pennsylvania lines, and, unfortunately, First Vice-president McCrea is disinclined to aid associations of this character. He allowed the branch at Indianapolis to starve to death. It became useful, only Wm. R. McKeen, president of the T. H. & I., and President Ingalls gave it encouragement financially or otherwise. The most marvelous growth of railroad branches of the Young Men's Christian Association has been on the Union Pacific system. The Union Pacific has organized associations at its own expense at thirteen points on the system within the last three years, at an annual expense of $15,000, which is charged on the books of the company as a part of the operating expenses of the road. In addition they have equipped four buildings at an expense of $9,600, which is considered a legitimate part of the construction expenses. At Elkhart the Lake Shore keeps a continuous subscription of $600 per year, besides special help in many other directions. Three years ago there were sixty railroad departments in existence, while to-day there are ninety-nine.

#### Ancient Books.

To the Editor of the Indianapolis Journal:

I noticed in the Journal of June 16 an item from Martinsville stating that a gentleman of that city had books and other records which date back to 1764. I can beat his oldest book forty-six years. I have a book which was published in London in 1718 (173 years ago), entitled "Life and Exemplary Character of James Bonnell, Deceased." The printing is plain, but the type is very irregular in shape and size, and the odd spelling of many of the words makes it tedious to read.

WALNUT, Ind., June 17. K. C. BUNNELL.

#### Ordered Out of the City.

William Hunter, colored, who flourished for a few days among people of his race here, wearing a badge on which was inscribed "Assistant Chief," was released from jail yesterday. United States Commissioner Van Buren sent him over to the police court, as his gravest offense would come within its jurisdiction. Hunter was then given twenty minutes in which to leave the city.

A new hose cart was delivered yesterday to the Indianapolis fire department, which was built by the Black Carriage-works Company. In its construction a number of new features have been added which are very useful, and on which caveats are to be filed in the Patent Office.

## LARGE CLASS OF GRADUATES

### Orations and Essays at the Semi-Annual Commencement of the High-School.

### Topics Well Treated by the Young People Who Thus Gave Evidence of their Excellent Training—Honors and Diplomas Given.

The twenty-third annual commencement of the Indianapolis High-school took place, last evening, at Tomlinson Hall. The house was filled with friends of the graduates, and the quiet maintained would have been considered remarkable in any assembly and spoke highly for the character of the persons in attendance. The stage was simply but tastefully draped with the American colors, with plants and flowers lining the front of the platform. The instrumental music incident to the occasion was by Professor Reinhold Miller's orchestra.

The graduating class was a large one, sixty-five in number, and their motto was "Place Your Mark High and Shoot Straight." The names of the graduates were:

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|---|---|
| Ida Ayres. | Flora Kokemiller. |
| Charles Babcock. | Victoria Kritz. |
| Anna Belle Baldwin. | Nettie Langsdale. |
| Frank Brandt. | M innie Loder. |
| Elizabeth Brown. | Bessie Magill. |
| Mary S. Butler. | Jessie Martin. |
| Lillie Carroll. | Samuel Marting. |
| Hannah Cohn. | Albert Mayer. |
| Kate Coleston. | Lucy Mayo. |
| Annie Conlen. | Kate McCord. |
| Lulu Cress. | Norton Nay. |
| Jennie Cummings. | Katie Newby. |
| Bessie Curran. | Wilmie Noble. |
| Brandt Downey. | Warren Oakes. |
| Gertrude Droege. | May B. Palmer. |
| *Rose Elliott. | John M. Paver, jr. |
| Agnes Finch. | Ella Regan. |
| Jennie Follett. | Mary Rheinchild. |
| Hattie Francis. | Bertha Rice. |
| Bertha Goldsberry. | Roscoe Ritter. |
| Eva Goodykoontz. | Louise Shaffer. |
| Alice Gray. | Mary Sloan. |
| Alvene Greene. | Lillian Smith. |
| Grove Greene. | May Solomon. |
| Frank Griffith. | Tillie Sondermann. |
| Ida Hall. | Jennie B. Spahr. |
| Flora Hamilton. | Daisy Stewart. |
| Gertrude Hauck. | Daisy Steele. |
| Josie Herron. | Gracie Stumpf. |
| Susan Hixson. | Claska Tacoma. |
| Jessie Jolly. | Edith Williams. |
| Sylvan W. Kahn. | Robert Williamson. |

Charles N. Young.

Following the invocation by Rev. C. C. Edwards came the first oration of the evening, "The Need of Individual Responsibility," by Charles N. Young. He expressed the opinion that we, as Americans, without fear of king or pope, were yet in danger of other despotisms, among which was the monster fashion as it ruled in art, literature, manners and morals, preventing loyalty to the highest ideals of right. He also observed a tendency to the destruction of individual responsibility, and pointed out danger in the domination of outside forces over the soul.

"The Listening Ear," typified in the Sphinx, was the subject of an essay by Bessie Magill. The essayist held that those who benefited mankind listened to the wants of the people and then ministered to those wants.

The next essay, "The Story of the Rocks," was by Roscoe Ritter, who told what geology had furnished in the record of the world's history. He said that the rocks were like Portia's leaden casket—they promised little, yet they concealed precious treasure.

"Who is the Hero?" was the title of the essay of Victoria Kritz. In speaking of heroes she gave many illustrations, high and low, noting, among others, the signers of the Declaration, Leonidas and his three hundred, Wickliffe, Savonarola, Martin Luther and St. Francis Xavier, the great Jesuit missionary. She held moral courage to be the highest type of heroism.

Brandt Downey followed with an oration entitled, "The Saxon Idea of Government," in which he gave the rude forms out of which have been perfected the English and American systems of government. He closed with a tribute to Saxon blood.

The subject of Alvene T. Greene's essay was "A Marble Statue," illustrated by the famous group of the Laocoon. She gave a description of this statue, and held it to be a typical story in stone of every martyr who has laid down his life for truth and liberty.

"The Typical American," was the subject of an essay by Mary S. Butler. She held that when the character of a nation is studied it must be studied from individual specimens; that America's typical citizens are only those whose services to the country are of unselfish devotion and who have their country's good at heart. She thought Benjamin Franklin to be in every way the typical American, a man to whom nothing came by luck, but everything by labor.

"National Politics in City Government" was the subject of an oration by Sylvan W. Kahn. It was quite out of the usual course of high-school effort and showed considerable thought upon current affairs. He said the subject of municipal government and improvement which might be made on it cannot be too freely discussed. "The census of 1790," said the orator, "shows only thirteen cities with more than 5,000 inhabitants and none with more than 40,000 inhabitants. To-day there are five hundred cities, in each of which the population exceeds 5,000, and thirty of above 100,000. A very great and ever-increasing proportion of the wealth of the country is gathered into our larger cities, and therefore their government is of vital importance to America. It needs no argument to show that if we can govern our cities we can govern the country. If we do not govern the cities better in the future than in the past, we cannot long continue to govern them at all. The government of cities varies in accordance with the conditions peculiar to each, but in one respect all municipalities are now alike—the government of the smallest village, as well as that of the largest city, is affected by the politics of the State and Nation." The orator went on to show that State and national politics should have no part in municipal politics, and that the presence of such politics was to the detriment of the municipality.

"Relics of Barbarism" was the subject of the essay by Rose Elliott. The essayist showed that superstition, love of bloodshed in the killing of birds and animals and war still existed in the world. She criticised women who wore upon their hats bright plumaged birds that have been killed by slow torture that their brilliant colors might be preserved.

After this came the presentation of diplomas. Rose Elliott received the honor scholarship given by the Indiana University, Charles N. Young that of the Wabash College, and Sylvan W. Kahn $20 offered by the Wabash College Alumni Association of this city to the young man of the June class who received the highest grade of scholarship for the senior year.

#### It Cost a Good Deal.

A burning brush-heap cut short the sleep of forty or fifty firemen yesterday morning. At five minutes past 4 o'clock the vigilant signal-man in the court-house tower sent in an alarm that called a dozen or more engines, hose carts and hook-and-ladder wagons to the corner of South and East streets. The No. 3 men were the first to arrive. They found a couple of industrious tree-trimmers busily engaged in making a huge fire in the middle of the street. In vain did the first-comers try to head off the remainder of the department; the engines and carts kept coming until the streets were lined with them. It was a costly bon-fire; the wear and tear on the fire machinery, on the horses, and the annoyance and loss of sleep to the men amount to something.

#### Too Weak to See Any One.

Ex-Senator McDonald rested somewhat easier yesterday than on the day before. There were numerous callers to inquire after his condition, but he was too weak to see any one.

Mr. McDonald received yesterday a telegram from President Harrison expressing sympathy for him in his suffering and wishing an early recovery for "my old neighbor and friend."

#### Deloss Root's Will.

The will of Deloss Root, deceased, was probated yesterday. William Rowe and Henry W. Bennett were nominated as executors, and the latter qualified by giving a $25,000 bond. Mr. Rowe is ill and could not file his bond. The legatees under the will are the widow and all other members of the family, including nephews and nieces. The Grace Episcopal Church is to receive a legacy of $3,000, payable fifteen years after death of the testator, and as a cathedral church it is to get an annuity of $300 a year for that length of time. The estate is to be preserved intact for fifteen years.

## CULLINGS FROM THE COURTS.

### Reese Fails to Sustain His Claim to the Office of Trustee.

George Bogard was elected trustee of Washington township, Greene county, in 1886, and re-elected two years later. John Callahan and Ransom A. Reese were candidates for the office last year, and received a tie vote. The County Commissioners, as the matter was not decided by lot or another election, in the December following declared the office vacant. Reese was appointed, but Bogard declined to turn over the books, papers and funds. Reese then brought suit, resting his case on the law that a trustee shall not serve more than four consecutive years in a period of eight years. It was decided in the Circuit Court that there was no vacancy. In the Supreme Court yesterday this decision was sustained.

#### No Collusion in the Natural Gas Case.

The charges of collusion in the suit waiting decision by the Supreme Court, as to the validity of the law to prevent pumping of natural gas from the gas fields of this State into other States, was not sustained. Upon the report of Judge Howland, to whom it was referred as master, the Supreme judges reached the conclusion that the suit was properly brought. They declined, therefore, to hear argument on the motion made by attorneys of the trust to discuss it. The argument on the merits of the case was then heard.

#### A Detective's Claim.

Frank C. Lloyd, a detective, saw Sheriff Joseph Paul, of Morgan county, in the city yesterday, and had a capias for debt issued for him by Justice of the Peace Alford. Lloyd claims that the defendant owes him $37.50 for services in arresting Neal, who was wanted in Morgan county to answer a charge of grand larceny. The County Commissioners allowed Paul $75 for the arrest, and of this Lloyd wants a share. But the sheriff has set up a counter-claim of $105 on old notes paid for Lloyd. On this there is a credit of $30, leaving a set-off of twice the plaintiff's claim. The case will be concluded to-day.

#### Notes from the Dockets.

Judge Brown, of the Circuit Court, will go to Richmond to-day to try several causes on the Wayne county docket for Judge Comstock. The latter is hearing a cause in this city in Judge Brown's court.

Charles L. Pray, horse-trainer, has sued the Lake Erie & Western road for $500 damages. His complaint is based on the failure of defendant to deliver his equipments in time for an exhibition in Noblesville on the 8th inst.

#### The Court Record.

SUPREME COURT DECISIONS.

16091. State ex rel. Ransom A. Reese vs. George Bogard. Greene C. C. Affirmed. Miller, J. At the township election held in April, 1886, appellee was elected trustee for two years, and in 1888 he was re-elected. At the township election held in 1890 the appellant and one Callahan were candidates, each receiving an equal number of votes. No certificate of election was issued. The Board of Commissioners appointed the relator to fill the vacancy declared to exist. Held: That appellee was entitled to hold until his successor was elected and qualified. Under the act of 1889 (Elliott's Sup., Sec. 1395) it was the purpose of the Legislature to prevent an elector from holding by election a new and additional term of four years, after having held the office for two consecutive terms, immediately preceding the election in April, 1890.

15688. Catharine S. Bowen et al. vs. William R. Stewart, Administrator. Carroll C. C. Rehearing denied. Coffey, J.—Heirs cannot, by agreement among themselves, settle an estate without administration where there are creditors, and deprive such creditors of the right to take letters; and when the county is a creditor for taxes unpaid, the treasurer should take letters for the purpose of collecting taxes.

SUPERIOR COURT.

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

George Wallace vs. Charles J. Gardner; contract. Jury returned verdict for plaintiff for $126.75.

Theodore P. Hollenbeck vs. Mary Davidson; appeal from Smock, J. P. Under advisement.

ROOM 2—Hon. James W. Harper, Judge.

Florence Van Buren vs. Martin Van Buren; divorce. Decree granted plaintiff on ground of conviction of crime.

ROOM 3—Hon. Lewis C. Walker, Judge.

Sanford Hamilton vs. Caleb R. Johnson; note. Judgment for plaintiff.

John E. Murry vs. Henry Coborn; damages. Dismissed at plaintiff's cost.

Eliza J. Dogue vs. Cyrus A. Dogue; divorce. Dismissed at plaintiff's cost.

*New Suits Filed.*

Catherine Williams vs. Banner Bradley; note. Demand, $250.

Charles L. Pray vs. Lake Erie & Western Railroad Company; damages. Demand, $500.

James R. Ogan vs. Mary J. Brathain; contract. Demand, $1,000.

CIRCUIT COURT.

Hon. D. W. Comstock, Special Judge.

Edwin P. Ferris vs. Berkshire Life Insurance Company; to quiet title. Trial by court.

## RUN OF A MAD STEER.

### He Has Possession of a Street, Chases a Fruit-Peddler, Tosses a Boy and Is at Last Killed.

For as many minutes as it required for a Texas steer to run furiously from Woodlawn avenue to the State-house, last evening, the animal had full right of way. It was about 6 o'clock when he reached the end of his mad trip, but before that the people along Washington street ran helter-skelter to places of safety. The red shirt of an Italian fruit vendor, near Illinois street, excited particularly the wrath of the steer, and he made a dash for the offensive article and its wearer. The latter gave one glance behind him as he heard cries of "Look out," and then dropping the handles of his cart abandoned property and all in a wild desire to save his life. The steer took his revenge on the cart and fruit, and, after tossing them in the air, continued to assert his right to the roadway and sidewalk. Two policemen were on a car coming east, and they sought to check the animal's wild career. Just before that he picked up a boy with his wide horns and pitched him some distance without seriously injuring the lad. But the steer thought it was more fun to let the policemen shoot at him, and he stopped in front of the car for that purpose. The policemen did not get off the car, but they fired at close range nine shots. The steer, untouched, then resumed his race toward the State-house to look for Green Smith, but, as he passed the Park Theater, saloon-keeper Irie came out on the sidewalk and sent a bullet from a Winchester rifle into the center of the mad animal's head. The steer moved no more after that. He fell to the pavement dead.

#### Events to Occur.

A free art exhibit will be given at St. John's Academy from the 23d to 27th inst., inclusive. Commencement exercises will occur on the 26th inst.

The survivors of the Seventieth Indiana regiment will leave here for their reunion in North Manchester Aug. 28, at 6:30 A. M., going over the C., W. & M. road. They will return the next evening at 10:50 o'clock. A round trip fare of $3.15 has been obtained.

#### Articles of Incorporation.

With the Secretary of State, yesterday, there were filed articles of incorporation for the Fall City Flouring-mills Company, the capital stock being $15,000, and the directors Charles, August, Andrew and Louisa Steinauer and Gustav Kaemmerling. The Ohio Fence Company, of this city, with a like amount of stock, and C. W. Bridges, James B. Wheeler and John B. Cleaveland as directors, was also incorporated.

## MILLIONS IN TAX VALUES

### Figures on Down-Town Property Raised by Special Real Estate Appraisers.

### An Increase of 70 Per Cent. and Yet There Is No Promise of Relief from High Levies—The County's Finances.

#### PUTTING THE FIGURES UP.

#### The New Tax Values on Central City Property Reported to Assessor Wolf.

The new Democratic tax law will make plethoric treasuries for the State, county and city, if it takes the last cent the people have to do it. The figures reported by Assessor Wolf's deputies from the Commercial Club are now obtainable, though they are subject to revision by the assessor and county board. About the only changes the assessor has made thus far have been in the upward direction, and it is not likely that they will be reduced by the revision. The figures given are on the realty lying in the business portion of the city, bounded by South, West, Vermont and East streets. Upon this territory the last appraisement, five years ago, was $13,096,650; this year it is $21,468,560, an increase of $8,371,910, or nearly 75 per cent. In this territory above Washington street the old appraisement was $6,482,160; the new is $10,343,525, an increase of $3,861,365. South of Washington street as far as South, and between East and West, the old appraisement was $6,614,490; the new is $11,125,045, an increase of $4,510,555, or about 70 per cent.

In the following list by squares the old appraisement is conveniently designated as last year's, though it has stood for the past five years:

SOUTH OF WASHINGTON.

Square bounded by South, East, Louisiana and New Jersey, $92,350 this year; last year, $74,120.

Square bounded by South, New Jersey, Louisiana and Alabama, $63,950 this year; last year, $53,875.

Square bounded by South, Alabama, Louisiana and Delaware, $52,650 this year; last year, $26,700.

Square bounded by South, Delaware, Georgia and Pennsylvania, $294,200 this year; last year, $181,880.

Square bounded by South, Pennsylvania, Georgia and Meridian, $554,150 this year; last year, $376,965.

Square bounded by South, Meridian, Louisiana, and the line of Illinois, taking in the car-sheds of the Union Station, owned by the Union Railway Company, $313,400 this year; last year, $365,210. The ground of the station, valued at $200,000, will be deducted from the assessment and put in as right of way, leaving it at $113,400.

Square bounded by South, Illinois, Louisiana and Tennessee, $138,000 this year; last year, $72,395. From this will be deducted $50,000 for right of way, leaving it at $88,000.

Square bounded by South, Tennessee, Louisiana and Mississippi, $70,400 this year; last year, $25,950.

Square bounded by South, Mississippi, Louisiana and Missouri, $42,310; last year, $37,165.

Square bounded by South, Missouri, Louisiana and West, $36,300; last year, $21,195.

Square bounded by Louisiana, West, Georgia and Missouri, $51,500 this year; last year, $37,800.

Square bounded by Louisiana, Missouri, Georgia and Mississippi, $45,500 this year; last year, $34,000.

Square bounded by Louisiana, Mississippi, Georgia and Tennessee, $58,950 this year; last year, $35,365.

Square bounded by Louisiana, Tennessee, Georgia and Illinois, $338,150 this year; last year, $194,070.

Square bounded by Louisiana, Illinois, Georgia and Meridian, taking in the building of the Union Station, $1,111,900 this year; last year, $357,005. From this year's assessment is to be deducted $50,000 for right of way, leaving it at $961,900.

Square bounded by the line of Louisiana, Alabama, the Union tracks and Delaware, $165,600 this year; last year, $32,660.

Square bounded by Louisiana, Alabama and Virginia avenue, $39,950 this year; last year, $29,385.

Square bounded by Virginia avenue, Alabama, Maryland and New Jersey, $131,750 this year; last year, $49,465.

Square bounded by Louisiana, Alabama, the Union tracks and East, $70,950 this year; last year, $53,140.

Square bounded by the Union tracks, Alabama, Maryland and Delaware, $60,670 this year; last year, $47,565.

Square bounded by Union tracks, Delaware, Maryland and Pennsylvania, $241,250 this year; last year, $153,915.

Square bounded by Georgia, Pennsylvania, Maryland and Meridian, $516,285 this year; last year, $351,420.

Square bounded by Georgia, Meridian, Maryland and Illinois, $736,900 this year; last year, $415,310.

Square bounded by Georgia, Illinois, Maryland and Tennessee, $352,700 this year; last year, $171,470.

Square bounded by Georgia, Tennessee, Maryland and Mississippi, $129,150 this year; last year, $97,500.

Square bounded by Georgia, Mississippi, Maryland and Missouri, $84,875 this year; last year, $72,985.

Square bounded by Georgia, Missouri, Maryland and West, $49,550 this year; last year, $43,475.

Square bounded by Maryland, West, Washington and Missouri, $180,350 this year; last year, $87,960.

Square bounded by Maryland, Missouri, Washington and Mississippi, $189,155 this year; last year, $137,225.

Square bounded by Maryland, Mississippi, Washington and Tennessee, $278,400 this year; last year, $172,545.

Square bounded by Maryland, Tennessee, Washington and Illinois, $540,300 this year; last year, $364,775.

Square bounded by Maryland, Illinois, Washington and Meridian, $1,362,700 this year; last year, $722,310.

Square bounded by Maryland, Meridian, Washington and Pennsylvania, $1,384,250 this year; last year, $707,155.

Square bounded by Maryland, Pennsylvania, Washington and Delaware, $614,750 this year; last year, $420,005.

Square bounded by Maryland, Delaware, Washington and Alabama, $329,000 this year; last year, $280,905.

Square bounded by Maryland, Alabama, Washington and New Jersey, $222,900 this year; last year, $184,425.

Square bounded by New Jersey, Washington, East and the Union tracks, $161,800 this year; last year, $126,820.

NORTH OF WASHINGTON.

Square bounded by Washington, East, Market and New Jersey, $196,250 this year; last year, $179,310.

Square bounded by Washington, New Jersey, Market and Alabama, $630,300 this year; last year, $217,650.

Square bounded by Washington, Pennsylvania, Delaware and Market, $834,300 this year; last year $567,670.

Square bounded by Washington, Meridian, Market and Pennsylvania, $1,375,500 this year; last year, $730,600.

Square bounded by Washington, Illinois, Market and Meridian, $1,204,575 this year; last year, $544,780.

Square bounded by Tennessee, Market, Illinois and Washington, $660,000 this year; last year, $455,545.

Square bounded by Washington, Missouri, Market and Mississippi, $168,455 this year; last year, $155,415.

Square bounded by Washington, West, Market and Missouri, $119,000 this year; last year, $92,325.

Square bounded by Market, West, Missouri and Ohio, $54,890 this year; last year, $47,435.

Square bounded by Market, Missouri, Ohio and Mississippi, $94,250 this year; last year, $81,600.

Square bounded by Market, Tennessee, Ohio and Illinois, $340,280 this year; last year, $199,155.

Square bounded by Market, Illinois, Ohio and Meridian, $416,650 this year; last year, $241,320.

Square bounded by Market, Meridian, Ohio and Pennsylvania, $513,850 this year; last year, $254,955.

Square bounded by Market, Pennsylvania, Ohio and Delaware, $653,650 this year; last year, $377,355.

Square bounded by Market, Delaware, Ohio and Alabama (market property excluded), $127,150 this year; last year, $98,855.

Square bounded by Market, Alabama, Ohio and New Jersey, $159,550 this year; last year, $126,670.

Square bounded by Market, New Jersey, Ohio and East, $153,550 this year; last year, $124,575.

Square bounded by Ohio, East, New York and New Jersey, $135,725 this year; last year, $110,560.

Square bounded by Ohio, New Jersey, New York and Alabama, $117,050 this year; last year, $89,905.

Square bounded by Ohio, Alabama, New York and Delaware, $186,650 this year; last year, $138,000.

Square bounded by Ohio, Delaware, New York and Pennsylvania, $265,950 this year; last year, $155,490.

Square bounded by Ohio, Pennsylvania, New York and Meridian, $169,600 this year; last year, $111,375.

Square bounded by Ohio, Meridian, New York and Illinois, $187,500 this year; last year, $136,850.

Square bounded by Ohio, Illinois, New York and Tennessee, $216,400 this year; last year, $135,900.

Square bounded by Ohio, Tennessee, New York and Mississippi, $136,415 this year; last year, $109,760.

Square bounded by Ohio, Mississippi, New York and Missouri, $80,275 this year; last year, $66,400.

Square bounded by Ohio, Missouri, New York and West, $55,950 this year; last year, $45,685.

Square bounded by New York, West, Vermont and Missouri, $62,400 this year; last year, $56,350.

Square bounded by New York, Missouri, Vermont and Mississippi, $102,200 this year; last year, $75,025.

Square bounded by New York, Mississippi, Vermont and Tennessee, $152,650 this year; last year, $123,650.

Square bounded by New York, Tennessee, Vermont and Illinois, $147,150 this year; last year, $110,405.

Square bounded by New York, Illinois, Vermont and Meridian, $216,300 this year; last year, $148,485.

Square bounded by New York, Pennsylvania, Vermont and Delaware, $114,800 this year; last year, $114,925.

Square bounded by New York, Delaware, Vermont and Alabama, $183,000 this year; last year, $162,650.

Square bounded by New York, Alabama, Vermont and New Jersey, $108,750 this year; last year, $88,905.

Square bounded by New York, New Jersey, Vermont and East, $76,450 this year; last year, $68,860.

#### NO RELIEF FROM LEVIES.

#### Township Tax Rates in Some Cases Higher than Those of Last Year.

The Democratic argument has been right along that the levies for all purposes would be reduced, in order to meet the doubled assessment. That seems to be an airy promise. The State levy, instead of being reduced, is increased 6 cents, and it must stand at its present figure. There is no likelihood whatever that the city levy will be reduced in September. The county levy will also be made at that time, but if the first move the County Commissioners have made in this direction can be taken as an earnest no reduction will be made. Yesterday the commissioners approved the township levies for Decatur, Perry, Pike, Washington and Wayne townships, as follows, last year's levy being given in each case for comparison:

Decatur Township—Edwin S. Mills, trustee. Township tax, 12 cents on the $100; road tax, 15 cents; special school tax, 3 cents; tuition tax, 12 cents; bridge tax, 4 cents; total, 46 cents. Last year: Township tax, 11 cents; road tax, 15 cents; special school tax, 3 cents; bridge tax, 3 cents; tuition tax, 10 cents; total, 42 cents.

Perry Township—Chris. Gruhe, trustee. Township tax, 14 cents on the $100; road tax, 12 cents; special school tax, 10 cents; tuition tax, 5 cents; bridge tax, 5 cents; total, 46 cents. Last year: Township tax, 10 cents; road tax, 12 cents; bridge tax, 8 cents; special school tax, 8 cents; tuition tax, 10 cents; total, 48 cents.

Pike Township—M. J. Wagle, trustee. Township tax, 15 cents on the $100; road tax, 12 cents; special school tax, 5 cents; tuition tax, 5 cents; bridge tax, 2 cents; total, 39 cents. Last year: Township tax, 9 cents; road tax, 10 cents; special school tax, 9 cents; bridge tax, 3 cents; tuition tax, 8 cents; total, 39c.

Wayne Township—John F. McClelland, trustee. Township tax, 2 cents on each $100; road tax, 10 cents; special school tax, 12 cents; tuition tax, 4 cents; bridge tax, 2 cents; total, 46 cents. Last year: Township tax, 4 cents; bridge tax, 5 cents; road tax, 8 cents; special school tax, 12 cents; tuition tax, 7 cents; total, 42 cents.

Washington Township—Henry Whitmeyer, trustee. Township tax, 2 cents on the $100; road tax, 10 cents; special school tax, 10 cents; tuition tax, 8 cents; bridge tax, 2 cents; total, 32 cents. Last year: Township t