WILL BENEFIT THE SCALPER

Western Passenger Rates Demoralized by Home-Seekers' Excursions.

Many Chicago Roads Believed to Be Playing into the Hands of Brokers and Furnishing Them Directly with Cheap Tickets.

The Western roads did a big passenger business yesterday, but it is doubtful if any of them will be able to show corresponding results in revenue. It was the first of the harvest and home-seekers' excursions, and all the west-bound trains are crowded with people taking advantage of the low rates to reach distant points in the Northwest and Southwest. It is evident that the ticket brokers in Chicago, Kansas City, Omaha, St. Louis and St. Paul will reap the largest benefits from this first excursion. In Chicago they announced one-way rates as follows: To Denver, $20; Kansas City, $5.50; Omaha, $10, and St. Paul, $7. Of course any one desiring to go to any of those points at the rate named was required to purchase of the broker a round-trip excursion ticket, but he also received an order that enabled him, on reaching his destination, to go to a broker and sell the return portion for an amount sufficient to reduce his actual outlay to the figures quoted above. The scalper at each end of the line is thus enabled to make $1 or $2 out of the deal, and the purchaser saves $3 to $5 on the regular one-way fare. The return portions are good for thirty days from date of sale, and, as there will be two more of these excursions—Sept. 15 and Sept. 29—there is every reason to expect that Western passenger rates will be badly demoralized from now until Nov. 1. It is not in reason to suppose that the brokers could be so plentifully supplied with these tickets if they were not furnished by the railroads themselves. If any of the roads are playing this game, and the indications are that nearly all of them are, they will, no doubt, follow it up by supplying brokers at Western points with return portions of tickets that have never been sold for the going passage.

The Policy of General Manager Ramsey.

The strike on the Peoria & Pekin road has caused Joseph Ramsey, jr., who is president of the company, as well as general manager of the Big Four lines, to distinctly define his policy as regards strikers and strikes. He says the railway companies with which he is connected will strive to give full satisfaction to railroads with which they are connected, to shippers and employes, but can conduct business only on the following general policy:

1. This company will not, under any circumstances, permit any body of men, order or union, to dictate whom it shall discharge or employ.
2. Fully recognizing the right of any employe to make complaint if improperly treated or abused by any one in the company's service, we will properly investigate any such charges when made by an employe, and if sustained will apply the proper remedy.
3. We also recognize the right of the employe to quit our service whenever he or they wish, but we do not and will not under any circumstances submit to illegal interference by men who have quit or refused to work, with those who are at work, or ready and willing to go to work, and we will enforce, without fear or favor, all the laws made and provided for just such cases.
4. We will give due regard to the rights of our employes, dealing with them fairly and justly as men (regardless of position) should be dealt with; we will, however, expect and require loyal and efficient services, and no man will be retained or promoted who shows by his talk or actions that he recognizes the claims of any "order" as superior to his duty to the company, which is paying him as high wages as are paid for same work in any yard in the land.
5. Any man employed by this company, at any time (during strikes or not), will be retained in its service so long as his work and actions are satisfactory, and no man will be removed to make room for any old employe who struck, or on demand of any body of men, and all employes will be protected by the company to the fullest extent.

Ticket Agents in a Happy Frame of Mind.

Every day strengthens the belief with ticket agents that all the leading roads will soon be paying commissions on sales of tickets. It is not expected that as large commissions will be paid as formerly, but the ticket agents are so hungry for commissions that half the old sum will be very acceptable. There is a lingering belief that, as time passes by, the commissions will be increased, until they will become larger than their salaries. In commenting on the payment of commissions the Chicago Journal says:

The Western roads are fairly falling over each other in their efforts to resume the payment of commissions. It is quite amusing to note the actions of some of them. Each one seems to be so afraid that the others will get a better start, and thus gain an advantage with the Eastern agents that the best time possible is being made. This is why the meeting called one day last week by George Heafford, of the Milwaukee, was such a fizzle. "What can we do in a meeting?" said the Santa Fe people. "It's simply a matter of protecting our own interests and that does not require the co-operation of our competitors. The Burlington's notice that it proposed to resume the payment of commissions to the agents of certain lines was sufficient to make clear our course in the matter. About the only question that could be raised in a meeting was whether or not we should pay back commissions, and every line should settle that question to suit itself!"

Michigan Points Benefited.

A meeting was held at Chairman Blanchard's office in Chicago, yesterday, to consider the proposed change in the percentage basis of east and west-bound freight rates at Michigan points. The action taken by the joint committee, two weeks ago, in reducing the rates between Grand Rapids and the sea-board to 96 per cent. of the Chicago rate caused a similar reduction at various other points and led to considerable dissatisfaction. The new rates were ordered to go into effect Sept. 1. After the roads had all issued their tariffs to become effective on that date, the joint committee ordered a postponement until the subject could be further considered. The lines that had issued their tariffs were not willing to do this, and at the conference yesterday it was decided to put the changed basis into effect Sept. 1 on east-bound traffic, leaving Chairman Blanchard and Chairman Goddard to make such modifications as may be desirable in regard to the west-bound basis.

Personal, Local and General Notes.

J. Trenaman has resigned as division superintendent of the Chicago & Grand Trunk road.

John Chesbrough, general passenger agent of the Vandalia, was in the city yesterday and left for Chicago at midnight.

Morris McDonald, it is stated, is to be appointed superintendent of transportation of the Louisville, Evansville and St. Louis road.

W. C. Lynn, commercial agent of the Continental fast-freight line, has gone East on a pleasure trip, his wife accompanying him.

Charles O. Hunter has been appointed general solicitor of the Columbus & Hocking Valley road, vice J. A. Wilcox, resigned on account of ill health.

Harry Miller, superintendent of the Louisville division of the Pennsylvania lines, who has been at Mackinac for ten days' rest, returned yesterday.

F. R. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines, who has been at Cresson, Pa., for ten days, returned yesterday.

W. C. Irwin, formerly chief engineer of the Bee-line, who a few weeks ago went to Europe on account of his health, has returned much benefited by the trip.

The veteran employes on the Pennsylvania lines east of Pittsburg have formed an association, which will probably extend west of Pittsburg in the near future.

J. H. Bolens, the postal clerk injured in the wreck of the fast mail train on the Lake Shore road, a few weeks ago, has been paid $4,000 by the company in settlement of his claim for damages.

George W. Stevens, purchasing agent of the Ohio & Mississippi road, was in the city yesterday looking after business in connection with supplying the locomotives on the west end with Indiana coal.

The Big Four has ordered another switching engine put in service at Anderson to accommodate the increasing business at that point. The hold the Pennsylvania Company has got at that point forces the Big Four to take care of its business, which is fortunate for the industries of that thriving business center.

Two of the class "S" engines building at Altoona for the Louisville division of the the Pennsylvania lines have been received and four more will be delivered within the next thirty days. This is a class of heavy freight engines.

Vice-president Rinehart, of the Atchison, Topeka & Santa Fe, denies the report that that company intends the construction of a line to San Francisco. Neither is it spending any money for the purchase of lands for such purpose.

Benjamin Haugh has decided to build works in which to manufacture a car-wheel which he has patented, known as the noiseless car-wheel. These wheels have been in use one year under a coach of the Indianapolis, Decatur & Westeen road, and have given very satisfactory service.

One of the most important questions to come up at the semi-annual meeting of the general passenger and ticket agents, next month, is that of discontinuing the sale of tourists' tickets. E. A. Ford is chairman of the committee appointed to report on the advisability of taking such action.

The low summer tourist rates adopted by the Soo line are to be met by all the Western roads that come in competition with it. Authority to do so has been given by Chairman Finley in an order issued yesterday. The order has been anticipated by the Wisconsin Central road, which met the Soo line's rates some time ago.

E. D. Robinson, the newly elected president of the Aransas Pass road, is in the North looking after the purchase of additional rolling stock, although he does not assume the duties of the position until Sept. 15, when he will have control of seven hundred miles of road. For ten years past Mr. Robinson has been with the Atchison, Topeka & Santa Fe company.

An Eastern paper quotes Samuel Thomas, president of the Louisville, New Albany & Chicago road, as saying that of the several roads in which he is interested the results from their operations the last four months the Monon has been the most gratifying and surprising, which is certainly complimentary to the present management, as Mr. Thomas is interested in a number of good railroad properties.

The Indiana & Illinois Southern has been a good feeder, the last two months, to the Evansville & Terre Haute and the Chicago & Eastern Illinois roads. A large per cent. of the shipments of grain off this line have gone over the roads named to Chicago. The Indiana & Illinois Southern's most serious drawback is in the fact that nearly every important shipping point on the road is crossed by a north-and-south line.

While the Louisville, New Albany & Chicago is not a member of the Indiana Car-service Association, it is living up to its rules at terminals and other points where they are not placed at disadvantage in their switching service. There are points on the L., N. A. & C. where it would deprive them of their entire business, or most of it, were the company to strictly adhere to the rules of the car-service associations.

It would be businesslike for a road of the character of the Cincinnati, Hamilton & Dayton to announce a few days in advance a change in time of the leaving of passenger trains. On Monday the leaving time of two trains east out of Indianapolis was changed, and not until yesterday was any official notice given. Train 37 now leaves Indianapolis at 2:21 P. M. instead of 2:59 P. M., and a slight change in leaving time of the morning train is made.

Engine 142, on the western division of the Vandalia, is credited with being the fastest and most powerful engine on the line. On Monday this engine, hauling eight cars, made the run from Effingham to Terre Haute, sixty-seven miles, in one hour and twenty-nine minutes, making four stops at county-seats and railroad crossings. Train 20 is scheduled to run from Effingham to Terre Haute and make the necessary stops in one hour and forty-six minutes.

J. T. Brooks, second vice-president of the Pennsylvania Company; L. L. Gilbert, assistant general counsel; J. F. Miller, general superintendent of the Southwestern system, and Thomas Rodd, chief engineer of the Northwestern system of the Pennsylvania lines west of Pittsburg, were in the city yesterday, leaving in the afternoon for Elwood, on the Richmond division, to look after their interests at that growing manufacturing town. The party will then go east to Pittsburg.

Charles Hicklin, son of Councilman Hicklin, has been appointed general agent of the Mallory Steamship Company, working in connection with the Atchison, Topeka & Santa Fe road, via Galveston. Mr. Hicklin's headquarters will be at Denver, and he has supervision of a large territory. The Santa Fe people, in connection with these boats, expects to build up a heavy business. Mr. Hicklin has been with the Santa Fe road four years and has been steadily promoted until reaching this important position.

George K. Lovell, who has been appointed assistant superintendent of the Louisville, New Albany & Chicago road (southern division), relieving J. B. Safford, does not take charge until Sept. 10. Mr. Lovell comes from one of the Mackey lines, and is said to be a very competent railroad man. With the retirement of Mr. Safford from the Monon W. F. Black and the men he took with him off the J., M. & I. road, with the exception of O. B. Grant, are thrown out of positions, all having left good positions on the Pennsylvania lines to go on the Monon within the last fifteen months.

A dispatch was received at Denver yesterday from New York, stating that D. H. Moffatt, of the Denver & Rio Grande, had tendered his resignation to the board of directors. A reporter called on Mr. Moffatt, and, when asked concerning the truth of the dispatch, he said that it was true and gave as his reasons that, not being in accord with the board of directors and English stockholders, he had thought it to the best interests of all concerned that he resign. It is understood that Mr. Moffatt did not approve of placing a controller in charge of the financial department of the road.

When the Cincinnati, Wabash & Michigan gets its grain elevator at Benton Harbor completed a new lake and rail route to the seaboard will be opened, which may cut no small figure in east-bound traffic. The Graham & Morton line will put on three winter boats, and this lake and rail line, unlike lower lake routes, will be open for business the year round. All winter connections will, it is stated, be maintained between Milwaukee and Benton Harbor. In the winter the high rates maintained by the all-rail routes to the seaboard will place the new line on an equal footing in handling export business, the low cost of lake transportation overcoming the extra cost of rehandling the grain. The rail route between Benton Harbor and Newport News will be over the lines of which M. E. Ingalls is president, namely: The Cincinnati, Wabash & Michigan, the Big Four and the Chesapeake & Ohio.

The Chicago & Eastern Illinois road, under its present management, is coming to the front in the estimation of Eastern investors. The Boston Herald says: "The operations of the Chicago & Eastern Illinois road for the fiscal year ended June 30 is a highly gratifying exhibit when compared with the returns for the previous twelve months. The accounts show all charges and the 6 per cent. preferred dividend earned, and about 6½ per cent. on the common stock, against a trifle less than 5 per cent. earned on the preferred stock in 1889-90. It is inside expectations that the gross earnings this fiscal year will reach $4,000,000. The operating expenses in 1890-91 were less than 52 per cent., taxes excluded. Should they reach 55 per cent. $4,000,000 gross would give $1,800,000 net, and 52 per cent. would give $1,920,000. Call charges $1,600,000 and $920,000 would remain, or $630,150 above the preferred dividends, or over 10 per cent. on the $6,197,800 common stock. This is of course predicted upon an increase of earnings to $4,000,000, which is not improbable, and operating expenses and charges as assumed. A little new mileage will enter the problem this year."

Acting Only as a Citizen.

While Department Commander Walker is very desirous of having the national encampment of the G. A. R. here in 1893, his connection with any movement to that end can be only as a citizen. He is not working in his official capacity to secure it nor does he contemplate having the Legislature make an appropriation for it or the merchants asked to raise a fund. Anything in that direction must be done by the Board of Trade, Commercial Club and citizens.

Entertainment for Fair Week.

The Board of Trade committee appointed to co-operate with the State Board of Agriculture in furthering preparations for the coming State fair has called a meeting of merchants and other business men to meet at the Board of Trade Hall this afternoon at 4 o'clock. The object is to devise ways and means for bringing more attractions to the fair and presenting a night entertainment in the city some time during fair week which will receive the attention of a large concourse of people. The benefit which would accrue to merchants by reason of such a demonstration would be very great, and it is believed that an entertainment can be prepared which will interest the public and hold the visitors in the city for at least one evening during the fair. The success which St. Louis has maintained for many years in attracting a vast crowd of people to that city during her fair would indicate that Indianapolis can do the same if her citizens but make an earnest endeavor to do so. All merchants and other citizens that feel an interest in such an enterprise are requested to meet with the committee at the time and place above mentioned.

MINOR CITY MATTERS.

Local News Notes.

Next Wednesday at St. John's rectory the annual examination of the clergy of the Vincennes diocese will be held.

A permit was issued yesterday to the Home Brewing Company for the construction of its new brewing establishment, the estimated cost of which is $75,000.

Marriage licenses were issued yesterday to Otto J. Rieman and Nettie C. McCormick, Wm. G. Kreyer and Anna Dickey, Benjamin Copeland and Alice Jameson, George J. Miller and Lottie Sharpe, Charles G. Dunn and Carrie Marshall, Nathan Danenberg and Maggie Martin.

Personal and Society.

Mr. and Mrs. S. B. Carey have returned from the sea-shore.

Miss Mary R. Stewart has gone to visit her sister at Holton, Kan.

Mr. Oliver T. Morton is attending the Wagner festivals in Bayreuth.

Mr. and Mrs. R. B. F. Peirce have gone to Cincinnati to make a brief visit.

Mrs. C. R. Watson has returned from a visit to relatives in Buffalo, N. Y.

Mr. Leopold Strauss has returned from a five weeks' trip to New York city.

Mr. and Mrs. Joseph Garaghty have gone to New York to spend a short time.

Mrs. R. V. Shindle and daughter left yesterday for a visit to friends in St. Joseph, Mo.

Mrs. Marie Cole Folger, of Cincinnati, is visiting her sister, Mrs. O. F. Dale, No. 432 Central avenue.

Mrs. William L. Elder has returned from an extended visit East and to her old home in Springfield, O.

Mrs. W. F. Fincke and daughter Ada, of Kokomo, are visiting with the family of Auditor of State Henderson.

Misses Mary and Kate Wallick have returned from Maxinkuckee, where they have been for several weeks.

Dr. and Mrs. J. H. Woodburn, who have been visiting relatives at Cheyenne, N. D., for several weeks, have returned.

Mr. John M. Shaw has gone to New York and to-day will sail on the Teutonic for Ireland. He will be gone two months.

Mr. and Mrs. W. O. H. Tripp entertained quite a large party of friends last evening with a buckboard ride and supper to Allisonville.

Mrs. Annie Peckham and daughter, of Chicago, are expected the last of the week to visit Dr. and Mrs. P. H. Jameson, on Broadway.

Mrs. T. A. Hendricks has returned from a visit through the East. Her sister, Mrs. Herman, who accompanied her, is spending a few days at Fern Bank, O., before coming here.

The ladies of Fletcher-place Church will give a lawn fete this evening at the residence of Mrs. Shidler, corner of New Jersey and South streets. The grounds will be illuminated, and there will be music and light refreshments.

Miss Mary Foster and Mr. Merrick Vinton's sons are expected from St. Paul, Minn., to-morrow. Mr. and Mrs. Vinton will come on Monday to reside permanently. They will occupy the house No. 770 North Pennsylvania street.

Detroit Free Press: Hon. W. H. H. Miller, Attorney-general of the United States, accompanied by Mrs. Miller, District Attorney Allexander, of Buffalo, and Mrs. H. S. Hale, of Peru, Ind., embarked on the propeller Idaho at Buffalo Sunday for a lake trip. The Idaho arrived up at noon yesterday and left again at 8 o'clock last evening. During the interim the distinguished travelers were the guests of Landlord Maxwell, of the Griswold House, an old-time and warm friend of the Cabinet law-expounder. Their visit to the City of the Straits was closed by a quiet but elegant dinner given by Mr. Maxwell at his popular hostelry. The party are in the best of health and spirits, and anticipate a glorious time on the fresh-water ocean. They will take the round trip on the steamer and will make a short stop again coming back.

TWO WEDDINGS AT MISHAWAKA.

Special to the Indianapolis Journal.

SOUTH BEND, Ind., Aug. 25.—John Gartner and Miss Julia Rabb, of Mishawaka, were married this morning in St. Joseph's Catholic Church. Mr. William B. Rich and Miss Lillian Harper, of the same place, were married last evening.

NOTABLE NUPTIALS AT MADISON.

Special to the Indianapolis Journal.

MADISON, Ind., Aug. 25.—Dr. William O. Fryberger, of Minneapolis, and Miss Agnes Ruth Moore, daughter of Mr. and Mrs. B. F. Moore, of New York, were married this afternoon, at 1 o'clock. The old Wilber homestead, now the home of Mrs. Taylor, one of the most beautiful of the many delightful homes on Fairmount, was handsomely decorated for the wedding with early autumn flowers. The marriage ceremony, which was performed by Rev. J. W. Turner, was followed by a charming breakfast. The wedding was quiet, but very pretty, it being the first since the bride's mother, Miss Florence Wilber, left the doors of the old home, herself a bride, nearly twenty-five years ago. Dr. and Mrs. Fryberger left on the afternoon train for a wedding journey in the Northwest, after which they will go to the groom's home in Minneapolis, where they are to live. Relatives and friends were in attendance from Cincinnati, New York, Louisville, Minneapolis and neighboring Indiana towns.

New Catholic Cemetery.

The different Catholic congregations are looking toward establishing better arrangements in the present Catholic cemetery, and in time to having a larger and better piece of ground for the burial of their dead. The present cemetery on the Three Notch road south of the city will bear the name of the Holy Cross and this name will be borne by the cemetery association, which has been formed. Next Monday evening a meeting will be held at St. John's rectory to take further steps in the enterprise.

Old Material Used.

Yesterday afternoon the County Commissioner, inspected the new bridge over Fall creek at Twenty-second street. The bridge was built by private subscription, the board to pay $5,000. This the commissioners will not pay until they investigate the story that some old material was used in building the bridge.

The Chief Fire-Bug Caught.

There was not a stable-fire yesterday or last night, a state of affairs that not occurred for a week. The police and firemen are of opinion that the chief fire-bug has been captured in the person of John Taylor, and that this class of blazes will not, for some time, be of so frequent occurrence.

Birmingham Got the Prize.

The Machinery Molders' Union, No. 11, of this city, had a drawing last night for the benefit of John Lewis, the prize being $25 in gold. The lucky number was 4,724, held by Union 75, at Birmingham, Ala. About $200 was realized.

Progress.

It is very important in this age of vast material progress that a remedy be pleasing to the taste and to the eye, easily taken, acceptable to the stomach and healthy in its nature and effects. Possessing these qualities, Syrup of Figs is the one perfect laxative and most gentle diuretic known.

FOR THE SAKE OF IRELAND

All Friends of the Irish Cause Asked to Meet in Chicago Oct. 1 and 2.

Convention of the National League to Be Held on the Dates Named to Consider Its Relations with the Quarreling Leaders.

LINCOLN, Neb., Aug. 25.—President John Fitzgerald, of the Irish National League of America, to-day issued the following address calling for a meeting at Chicago, Oct. 1 and 2, next:

"To the Members of the Irish National League and Friends of the Cause in America:

"In compliance with the resolution passed by the national council of seven, a convention of the Irish National League of America is hereby summoned to meet on Thursday and Friday, the first and second days of October next. Yielding to a very general request, and with the approval of the members of the League in Baltimore, the place of meeting has been changed from that city to Chicago. Chicago will be readily acknowledged as the most central and convenient location for a convention that should be truly representative of the Irish race in America. The present lamentable condition of affairs in the old land, and the falling off of Irish-American support as a direct result of dissension in the ranks of the Irish Parliamentary party, are reasons enough to induce lovers of the old cause to come together and devise such measures as they may deem best to counteract and overcome the difficulties we have now to contend with. We have labored too many years to lose courage now, and we have too great an interest in the elevation of our race to give way to apathy and indifference or tamely submit to the extinction of our national aspirations.

"In view of the grave responsibilities devolving upon a convention in the present crisis, it has been deemed wise and expedient to go beyond the lines of the Irish National League of America and invite the co-operation of all lovers of the Irish cause. To this end every existing branch of the Irish National League of America will be entitled to one delegate for every twenty-five members, and all other societies and organizations will be allotted one delegate for every twenty-five persons who between now and the 25th of October next shall have subscribed $10 to the funds of the league. To still further broaden the representation and stimulate the generosity of patriotic Irish-Americans, every individual who has since the last convention contributed at one time $25 through the national treasurer of the league, or who shall have done so before the 25th of October next, shall be entitled to the privileges of a delegate to the convention. The objects of the convention are as follows:

"First—To receive and consider the report of the present executive of the Irish National League of America.

"Second—To examine into the present and past relations between the league of America and the leaders of the national movement in Ireland, with a view to placing them on a better and more satisfactory basis.

"Third—To revise and amend the constitution of the league where it may be deemed necessary.

"Fourth—To pledge once more our inviolable fidelity to the cause of Irish liberty, and to adopt such measures in support thereof as may be considered wise and justifiable.

"All who have the cause of Ireland at heart are earnestly requested to make this convention not only a success but an historical land mark in the progress of the Irish movement. The time has come when we should prove to the world that our moral courage is not inferior to the physical bravery our race has ever displayed upon the battle-field; and that no obstacles nor temporary political defeats can frighten us from the path our fathers trod before us. We should not abandon the grand old organization which, pledged to no party, and acknowledging no faction, has rendered such valuable aid to the Irish cause during the past ten years to embrace newly-formed associations resulting from factional differences, and not representative of a united and progressive Irish nationality. The cause is above men, and the organization is not, and should not be held responsible for the short-comings of individuals. It has proved an important factor in the cause of home rule, and should be maintained until the imperishable principles of Irish independence are recognized by the world, and shall, in their happy fruition, bring peace and joy to Irish hearts and homes."

DAILY WEATHER BULLETIN.

Local Forecasts.

For Indianapolis and Vicinity—For the twenty-four hours ending 8 P. M., Aug. 26—Slightly warmer; fair weather.

GENERAL INDICATIONS.

WASHINGTON, Aug. 25.—Forecast till 8 P. M. Wednesday.

For Indiana and Illinois—Slightly warmer; variable winds; fair weather; slightly cooler and fair Thursday.

For Ohio—Fair weather and stationary temperature Wednesday; warmer and fair Thursday.

The two areas on Monday night central over Lake Ontario and Dakota have joined north of the upper lakes, and the southern margin only remains over Lake Superior. A slight barometric depression overlies the southern slope of the Rocky mountains. A storm disturbance continues to threaten in the east gulf. Extensive high barometer areas central over the middle Atlantic States, the north Atlantic ocean and over Montana control the general weather conditions. They create northeast winds and heavy rains on the south Atlantic coast, also low temperatures over most sections. The gulf disturbance will likely develop and move northeast along the coast line, continuing the rains on the Atlantic coast as it progresses. The high areas will probably merge into a single area overlying most sections, continuing the cold weather Wednesday, with a gradual warming later, resulting from general cloudless skies except in the Southeastern section. Cool and pleasant weather may be expected during the next two or three days west of the Alleghenies.

Observations at Indianapolis,

INDIANAPOLIS, Aug. 25.

Time.	Bar.	Ther.	R. H.	Wind.	Weather.	Pre.
7A. M.	30.19	58	82	S'w'st	Cloudless	0.00
7P. M.	30.14	70	52	S'east	Cloudless	0.00

Maximum temperature, 75; minimum temperature, 52.

Following is a comparative statement of the temperature and precipitation on Aug. 25:

	Tem.	Pre.
Normal	71	0.10
Mean	64	0.00
Departure from normal	—7	—0.10
Excess or deficiency since Aug. 1	*23	*2.66
Excess or deficiency since Jan. 1	*116	—3.08

*Plus.

General Weather Conditions.

TUESDAY, Aug. 25, 8 P. M.

PRESSURE—High pressure prevails everywhere east of the Rocky mountains, except over Lake Superior region, where the southern edge of the low area is still visible; another depression seems to be over the eastern gulf; west of the Rocky mountains the pressure is low.

TEMPERATURE—Sixty degrees and less is reported from the northwestern border and Lake Superior northward; 70° and above from Colorado, southern Nebraska, Iowa, Illinois, Indiana, Tennessee, and along the Atlantic coast from New York southward; 80° and above from western Texas, New Mexico, western Colorado, Utah and Oregon westward.

PRECIPITATION—Light local rains fell in South Dakota, near Lake Superior, and on the Atlantic coast from Pennsylvania southward; heavy rain at Charlotte, N. C.—1.50 inch.

Decline of the Mackerel Fisheries.

GLOUCESTER, Mass., Aug. 25.—An agent who has been engaged in purchasing mackerel caught off the coast of Ireland for the past three years writes that about the middle of August the Irish mackerel catch was fully one-half less than last year, and, as a result, quotations were high. Owing to the large amount of fish consumed fresh, especially during the spring, there was hardly enough to supply the home demand, and consequently but few fish were cured for the American market. Up to the time of writing but nine hundred barrels of fish had been salted, against nine thousand at the same time last year. Mackerel are growing scarcer each year, and the catch is falling off to so great an extent that if the loss follows in the same ratio for a few years to come, the business will be almost a total failure.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed.

Indiana ex-soldiers and their dependents have been granted pensions as follows:

Original—Daniel Troxel, Henry G. Sprinkle, James Barnes, Henry Baker, Joseph Sorge, Emanuel Wert, Sasser Sullivan, Housan Duckworth, Ira Davis, Artenius Morris, John Kelly, William Mason, Alexander Oliphant, B. Frank Eaton, John J. Jones, Samuel N. Wood, Chaney Coplen, Embree Lamb, Samuel Waterson, James W. Burk, Joseph K. Keeler, Daniel J. Timmons, Samuel Yard, Frederick Barnhart, Jonathan W. Bell, Joseph B. Gittings, Angus Vanhoujin, George W. Rickerel, George W. Watts, William Rice, Frank E. Young, Rudolf Ringgenburg, James S. Campbell, Joseph Collegnon, Daniel C. Hill, Eli Tribbitt, Martin Graff, Jason Heston, August Schlange, Richard Phillips, William Turner, Able B. Barron, Nelson Van Vleet, Richard T. Walton, Noah B. White, George Haynes, John B. Curlew, Simon Bernard, Thomas McCorkle, Henry A. Rudy, Jacob Schittenhardt, Robert S. Jones, James N. Deniston, Thomas E. Jones, James T. Waterson, Jefferson Haneline, John C. Williams, Jacob J. Waters, William Lord.

Additional—Frederick Smith, William C. Moss, Samual V. Taylor.

Original Widows, etc.—Fredericka Shooler, Nancy A. Simpson, Josephine Loudback, Annie Kingery, Lucy A. Brown, Barbara Park (mother).

TO RESIDENTS OF ILLINOIS.

Original—Arthur A. Harding, Hiram Houghton, Oliver F. Teed, George Caffray, George W. F. Stretch, Franklin Shaffer, William Rose, Orville T. Lee, George C. Bobbitt, Robert W. Button, John D. Agnew, Green Yewell, Armstead Wilson, Elliott B. McKeever, James Woods, William K. Anderson, Henry H. Stafford, Robert C. McBurnie, John A. Moore, Laird A. Mitchell, James Reed, Lemmon P. Rawlins, Patrick Gleason, Robert H. Mann, William F. Miller, Daniel C. Ashbaugh, George B. Dair, Abraham Burris, Jacob Saltegiver, Wright Edwards, A. R. Coon, Wm. H. Calkins, Perry White, Joseph M. Hartley, Wilbur F. Randle, John Wade, John W. Vancill, Philip P. Young, Hugh C. Goodfellow, Lathrop F. Hubbell, George M. Fordham, John Heitzler, George H. Clark, George A. Harner, Sylvester Bryner, George Bauer, Malchion Kiefer, William H. Wallace, Conrad Rub, Byron E. Webster, John M. Briney, Robert K. Dewey, Green A. King, James Musgrave, Frederick H. Heverling, James W. Wilson, James F. Jones, John Geist, Andrew Prough, Aaron Q. Harcourt, William Wheelwright, Riley Boyd, John J. Trimble, Henry McDonald, Thomas H. Burgess, John Q. Tompkins, Henry Struve, Benjamin F. Thomas, William B. Delano, Albert P. Buckley, George C. Luzadder, Thomas A. Dennis, John L. Killam, Simeon A. Mosley, George Walker, John Gettemy, Jacob Roberts, Charles Eby, Charles L. Dowling, John A. Westfall, Eli S. Willis, Daniel McLaughlin, William S. Sunderland, Aaron R. Burroughs, Thomas Lottinville.

Additional—William Tipton, William B. Beeken.

Original Widows, etc.—Minors of John A. Abernathie, Andrew J. Foster (father, deceased), Louis F. Modie, Mary H. Spencer, Rebecca Fouch, John Royxter (mother), Cordelia A. Murphy, Patsy Ann Miller, Katharina Sickinger, Perelda J. Myer, Clerence Spimont, Sarah C. Lennox, Rachel Lee, Sarah Bruner (mother), Sophia E. Stillwell, Kate Murphy, Mary E. Pierce.

Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 8 P. M., Aug. 25, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market street:

J. S. Neal to E. A. Jackson, part of outlot 15, west of White river	$1,150.00
The Indianapolis Savings and Investment Company to Henry Heinzerling, lot 259, in Fletcher's Woodlawn addition	1,000.00
Susan McKernan et al. to William Doody, lot 206, in Yandes's subdivision of outlot 129	400.00
Levi Ritter to N. A. Doughty, lot 27, in Jessup's subdivision of Fatout's addition	1,200.00
Georgiana Madden to R. S. Coxe, lot 2, in Meyer's subdivision of Mayhew's heirs' addition	700.00
H. H. Beville to C. C. Blakeman, lot 43, in Hubbard's South Meridian-street addition	875.00
C. D. Lancaster to J. B. Kealing, the one-half part of lots 2 and 3, in square 17, in Drake's addition	1,000.00
W. Sullivan to A. B. Cole, lots 4 to 9, in square 28, in North Indianapolis	300.00
F. Keenan to A. M. Thomas, part of outlot 102	4,500.00
A. M. Ogle to T. E. Lawrence, lot 230, in Ogle et al.'s East Park addition	350.00
J. Brenneman to E. J. Dokes, lot 8, in Brenneman's first addition to Wellington	125.00
Robert Martindale to R. A. Taylor, trustee, lot 3, in square 5, in Lincoln Park	600.00
A. L. Palmer to M. E. Crouch, lot 343, in Jameson's first Belmont addition to West Indianapolis	250.00
A. L. Palmer to J. M. Mendenhall, lot 245, in Jameson's first Belmont addition to West Indianapolis	300.00
J. Milligan to C. S. Clark, lot 16, in Walker's sunnyside addition to Irvington	200.00
Joseph H. Clark to R. M. Underhill, lot 133, in Clark's third addition to West Indianapolis	400.00
M. E. Gibson to J. H. Roberts, lots 188 to 191, in Hosbrook's Prospect-street addition	700.00
C. W. Donson to D. B. Shideler, lot 46, in Lazarus & Pierce's Meridian Place	5,900.00
J. H. Riley to M. M. Scott, lot 46, in McKernan & Pierce's subdivision of outlot 121	1,600.00
Conveyances, 19; consideration	$21,550.00

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