

AFFAIRS OF THE RAILWAYS

The Probability of the Big Four Having a Chicago-Louisville Line.

Results of the Central Traffic Association Meeting—The L. E. & W. Strike—Discriminating Against Indianapolis Shippers.

An official, whose relations with the Big Four interests are such as to make him acquainted with their intentions, said positively yesterday that the numerous stories about the Big Four purchasing or controlling the O. & M. were without foundation; that no such plan had been or was now in contemplation, and that there would be no change, at present at least, in the management of the O. & M. He added, further, that the B. & O. could not afford to buy this line, and under the existing conditions the C. & O. did not want it. "The whole thing may have arisen," he said, "from negotiations which have been under consideration, and are not yet broken out for the Big Four to arrange for the use of the O. & M.'s tracks from North Vernon to Louisville, thus giving it a through line, and about as direct as the others, between Louisville and Chicago. Their trains would run over the O. & M. to North Vernon, thence on the Big Four's branch-line to Greensburg, and thence on the main line to Chicago, a total distance of 721 miles, while the L. N. & C.'s run from Louisville to Chicago is 322 miles, and that of the Pennsylvania line 304 miles. By putting on faster trains the Big Four could get to Chicago just as quickly as the other lines. This sort of an arrangement will probably be made."

It may be rumors of consolidation, or it may be some combination of kind, that is causing unusual activity in the stocks of both the C. & O. and O. & M., but such is the state of affairs. Two of the New York papers announced yesterday that the O. & M. is now practically under the control of the Vanderbilt interests.

Central Traffic Association Meeting. The freight department of the Central Traffic Association has just concluded an important meeting. Among the matters considered was a communication from the Independent Refiners' and Oil-shippers' Association, demanding a reduction of at least 25 per cent. in the present rates on oil, and requesting that prorating arrangements be re-established. A resolution was adopted to the effect that no reduction could be made in the present rates or any change in territory to which through rates are published. The recommendation of the Milwaukee committee concerning differentials to apply on traffic from Milwaukee across the lake, to the points in the territory of the Central Traffic Association, was also considered. It was decided that if the differential do not work satisfactorily a revision may be considered on application of the lines interested. The rates on such traffic are less than the authorized all-rail rates from Milwaukee by the following amounts: First-class, 6 cents; second-class, 5 cents; third-class, 4 cents; fourth and sixth classes, 2 cents. A resolution was adopted recommending that the same differentials via rail and water should be allowed. The Chicago Dispatch says that the O. & M. are now in effect via the Kanawha Dispatch, if the property is forwarded by rail and water uninsured, but that the full rates should be charged when the property is shipped all rail over either of these fast freight lines. The question of eliminating the insurance clause in bills of lading via water routes was referred to a special committee for a report at the next meeting. A resolution was adopted continuing in effect, until further notice, the present rates on cotton from northern points to Eastern ports. It was agreed to recommend the joint committee circular No. 436 be retained in order to set forth in detail the weights to be used at initial and intermediate points upon all classes of livestock. It was also agreed that authorized rates on pig-iron from Buffalo, Pittsburg and kindred points to East Burlington, Ill., could be applied from the same points to Keokuk, Ill.

Kicking Against the Excursions. The local ticket agents of the Western lines are in deep gloom over the prospects for business, on account of the various kinds of excursion rates that are being given. Said one of them yesterday: "The general passenger agents are responsible for this particular kind of idocy. They look at these things from a theoretical, not a practical, view, and when they get up these so-called 'harvest' and 'home-visitors' excursions and sell a good many tickets for them, they are not thinking of the more remote consequences. They almost kill the ordinary traffic to Western points. For two weeks before and after the National Chicago shippers' exposition, we sold one of our tickets for \$1.00, and in one week under ordinary circumstances, now, the excursions are coming this way, and the scalpers on South Illinois street, who have been nearly starving to death for months, are naturally greatly pleased with the prospects of improved business. Half of the tickets sold in the past few days were for those coming this way anyhow, and when they get here they will sell their tickets to the scalpers, and both they and the latter will make money out of them. It's an outrage on us fellows."

Boston-Chicago Rates Lowest Ever Known. The New York & New England yesterday put into effect a lower basis of rates than has ever been quoted between Boston and Chicago. The rates on the five classes are 27, 24, 17 and 15 cents, and apply from Boston and common points via Newburg and Buffalo to Chicago and Milwaukee. According to the all-rail lines representatives these rates are non-paying even to the lake-and-rail lines. They are the result of the war in west-bound rates. It is now believed that the freight rates are the close of navigation. According to well-informed men there is no question that grain rates are being cut as much as 6 cents a hundred on the Chicago line, and the result of the daily fall by selling agents that all their export grain is ordered by New York buyers on the understanding that it be routed to Chicago by the freight route, and that the freight charges are a cent less than those for the West Shore. The lines which take the grain from Chicago are the Michigan Central, Nickel-plate and Chicago & Ind. All the other lines say positively that the export grain carried by the lines named goes on a cut rate somewhere between Chicago and New York.

The L. E. & W.'s Little Strike. The latest strike of the L. E. & W. lines is not likely to prove either serious, widespread or lasting. On Tuesday evening the switching crews at Lima, O., composed of only twelve men, quit work without giving any previous intimation of such intention, or making any demands upon the company. On Wednesday morning, however, they made a demand for higher wages, which General Manager Bradbury declined to consider under the circumstances, as the men were no longer in the employ of the company. The freight train was stopped at Lima during the day, but yesterday, by the aid of the superintendent, yardmen and one or two men, who refused to strike, the train was kept moving. Yesterday morning the strikers stopped a train and "killed" the engine, and warrants were promptly gotten out for their arrest. At least accounts the officers were in pursuit of them. New men will be sent to Lima to take their places and the L. E. & W. officials do not apprehend either that there will be any further trouble there, or that the strike will spread.

Rates for the World's Fair. Eastern roads will charge one full rate on exhibits for the World's Columbian Exposition. The full rate will be charged on shipments coming to Chicago, but the exhibits will be returned free. This was decided at the meeting of the freight committee of the Central Traffic Association yesterday. No measures were taken to allow a half rate one way on perishable exhibits

which are not returned. The association takes the ground that if a half rate is allowed in each direction, instead of the rate adopted, the doors for extensive speculation in freight rates would be opened, as large quantities of freight would be sent to Chicago on exhibition rates which would not be entitled to any concessions.

Discriminating Against Indianapolis. At the meeting of the freight committee of the Central Traffic Association, Commissioner Riddell, of the Indianapolis freight bureau, presented a matter for consideration that is very important to Indianapolis shippers. He showed that the rates for Chicago manufactured products to Missouri-river and Western points were much lower, proportionately, than they were from Indianapolis to these points, the difference being decidedly greater than was justified by the increase in the distance. The matter was referred to the committee on the relations of the Western roads.

The Ticket Agents' Junket. Yesterday morning the Northern Pacific special for Yellowstone Park left St. Paul. The train consisted of eight Pullman sleepers, two dining cars and the business car Glacier and a baggage car. The entire train is vestibuled and entirely new, and one of the finest trains in every respect ever seen. The train carried 200 ticket agents and their friends, making probably the largest single party that has ever gone through the National Park, and was in charge of General Passenger Agent Charles S. Fee and his assistants.

Local, Personal and General Notes. The Indianapolis Belt Railway Company is paying \$16,000 to employes. Superintendent Darlington, of the Panhandle, returned yesterday from Creason, Pa.

H. K. Miles has been appointed traveling freight agent of the Elgin, Joliet & Eastern.

Gen. John Eobols has been appointed general manager and J. E. Gates secretary and treasurer of the Ohio Valley road.

W. O. C. has been appointed agent of the West Shore line, with headquarters at Minneapolis, Minn., vice J. O. Rawlandson, resigned.

The Lake Erie & Western earnings for the first week in this month were \$85,475.53, an increase of \$20,544 over the same week in September, 1890.

The C. & H. D. will run a special car from here to-morrow to take the officials who start for the general passenger agent meeting at Old Point Comfort.

The west-bound passenger traffic over the Big Four is very heavy. The Southwestern limited yesterday had on an extra sleeper carried sixty through passengers to St. Louis.

It is said that a recent attempt in the Trunk-line Association and Central Traffic Association to have the boycott against the Chicago & A'ton declared off resulted in a tie vote.

The United States Circuit Court at Cincinnati has appointed Major Dillingham receiver for the Texas Trunk-line. The appointment is considered a good one, and it is thought the property will soon be put on a paying basis.

The lines in the Western Passenger Association have refused point-blank to join with the lines in the Central Traffic Association in making reduced rates for "home-visitors" excursions to points in Michigan, Indiana and Ohio Sept. 22.

At the meeting in Chicago yesterday it was decided to advance oil rates from Ohio points at least 10 per cent. in the immediate future, and it is claimed that they will then be lower by 12 or 15 per cent. than they now are from the Pennsylvania fields.

The freight blockade at Kansas City caused by the enormous shipments of wheat from the West seems to be about raised, but there is still much complaint by the grain commission men there and small growers in Kansas that they cannot get prompt service from the railroads.

The freight rate committee of the Southern Railway and Steamship Association, which convened in New York city, have decided to restore the standard rates on rates on stoves. This was done in accordance with a petition from the manufacturers at Cincinnati and Louisville.

The new time-card of the Atchison, Topeka & Santa Fe system for distribution and exchange, is the biggest thing of its kind yet printed in this country. It covers about sixty large pages. The Atchison now has nearly eight thousand miles of road in good shape, all with modern equipment.

The question as to the right of the Indianapolis lines to allow changes in consignees and destination on car-loads of coal shipped through here to Eastern points, which was referred to the freight committee of the Central Traffic Association at Chicago, was not decided on Wednesday.

The Louisville people, who invented and devised the new "home excursion" scheme, and whose trade-mark will be found on every one of them, are disposed to credit the success of the scheme to the man sent out dispatches from Cincinnati, which have been extensively copied, giving the Big Four people credit for getting up these excursions.

It is probable that General Passenger Agent Shattuc will reconsider his resolution regarding rates to be made by the Ohio & Mississippi river from Cincinnati about the same points. A conference of passenger officials was held yesterday and communication was opened with Mr. Shattuc, who was urged to give his assent to the rates, as originally determined. Mr. Shattuc agreed to consider the matter.

When the matter of allowing the Elkhart freight line differentials, as decided by the Milwaukee committee, came before the freight meeting of the Central Traffic Association at Chicago, it was decided to let the present arrangement continue until the next meeting, to see how it worked. The action of the Milwaukee meeting was not intended, as some have stated, to prevent that the matter of differentials for this line has not been passed upon by the trunk lines.

A new departure in railway insurance has been inaugurated. It has been decided to outfit with some railroads to insure all freight in their possession, whether in transit or at the various stations on the line. The Long Island railroad company is reported to have made an arrangement with the American Casualty Insurance and Security Company, of Baltimore, under which all claims for persons injured shall be assumed by that company, thereby relieving the railroad company from any liability in connection therewith.

The lines in the Central Traffic Association have granted reduced rates for persons attending the following meetings: Landrymen's National Association, Oct. 13-15; Brotherhood of S. O. A., Oct. 22-25; National Typotheta of America, Oct. 20-22, Cincinnati.

American Street-railway Association, Oct. 21-23, Cincinnati.

State convention Woman's Christian Temperance Union of Illinois, Oct. 6-9, Monmouth, Ill. Freight rates only.

It is claimed that the Chicago, Burlington & Quincy will earn for the last five months of 1891 \$5,083,405, or 3.97 per cent. If the increase for these five months is only \$155,000 over the corresponding months of 1890, which were very poor, the company will earn 5 per cent. for the year. One of the prominent officials of the Burlington system says: "Our company will never again attempt to pay 8 and 9 per cent. dividends. At the outside we shall probably only pay 6 per cent. in the best years. The future policy will be to not something away every year to use in paying dividends when we have had corn crops. When we do not earn 6 per cent. you can rest assured the stockholders must be content with 4 per cent. whatever can be paid from surplus earnings."

The Cairo & Kanawha Valley railroad, a narrow-gauge line connecting with the Nickel-plate & Ohio line at Cairo, claims distinction of employing the only female railroad engineer in the United States. Her name is Miss Ida Hewitt, the daughter of one of the Hewitts, one of the original holders of the road. Miss Ida, who is a comely and accomplished young woman under twenty years of age, has always had a peculiar fascination for machinery, and has spent a large portion of her time in the shops of the company. She finally became a machinist of no mean ability, and when she undertook the task of running the road her success was so great that she is now regularly employed in that capacity. She makes her daily runs with perfect regularity as the most veteran engineer.

HARVEST EXCURSIONS via the Big Four Route, Sept. 15 and 29. For particulars call on Big Four agents.

WITHOUT THEIR HOST.

That's the Way Sullivan's Managers Are Reckoning—A Business Man's View.

The Sullivan managers expect to elect their men by Republican votes, partly through Taggart's scheme of detaching colored voters in the Fourth ward with free saloons, and partly through the hope that the wool is still drawn over the eyes of the large independent Republican element who voted for him two years ago. They are not likely to gain much by Taggart's scheme, and in the latter hope they will be the worst disappointed set of politicians ever seen in Indianapolis. All the independent "Republican" votes Sullivan will get can be counted any day in the editorial and counting-rooms of the News office, and that office cannot scare up more than twenty votes. "I'm a little bit ashamed to confess it," said a business man, who usually votes with the Republican party yesterday, "but I voted for Mr. Sullivan two years ago under the impression that he was better than his party. Well, I found that in helping to elect the Republican party yesterday. As a result, I find the liquor traffic abounding without restraint, with drink-saloon down to the lowest groceries, running wide open night and day. Sundays and holidays included. I find the gambling-house and all forms of vice rampant, and without interference. I find the city divided up by an unfair partisan gerrymander which Sullivan himself helped to mark out. The president of the police board and the superintendent of police trying to break up a Republican meeting by inviting the crowd to a saloon across the street to drink beer. And all these things I find numerous points in the administration of the business affairs of the city to criticize. Thank you, kindly; I've had enough of the Republican party yesterday. This time my vote goes for the straight Republican ticket. I shall stamp the eagle for good government and enforcement of the law, and let it go at that."

Another Bayonet Threat. The second issue of the Bayonet appeared yesterday and, if anything, this second number had a keener edge than its predecessor. In the issue of yesterday appears an open letter signed by Isaac N. Bradwell, the editor of the "Bayonet," chairman of the Democratic city committee. Mr. Bradwell's letter is in answer to "a neatly printed letter reflecting great credit upon the printer," following the issue of the "Bayonet" of his appointment as a member of the Democratic executive committee of his precinct, owing to his well-known connection to the Democracy. Mr. Bradwell then proceeds in a caustic vein to declaim the honor, pleading the pressing demands made on his time by his profession, and his devotedness to the cause of the Democratic party. Mr. Bradwell treats with fitting ridicule the declaration that a Republican triumph would be fatal to the city's peace, and intimated that if Camp Gray is willing to take chances on the election of Gray and the entire Republican ticket.

Jack Christian's Potent Argument. Yesterday noon the notorious Jack Christian was making a political harangue to a little gang of cronies in his group-shop on Kentucky avenue. The reasons he gave why Sullivan should be re-elected are interesting. "Sullivan," he shouted, "is the best Mayor we fellows ever had. O' course, he's taken before for murder or for any such crime he has to punish him. Tom Sullivan has let more fellows go free than was brought before him for drunk and disorderly conduct in this city. And the crowd cheered lustily.

Primaries To-Night. The Republicans of the Fifteenth ward will hold a primary at the corner of Maple and Morris streets, to-night, to nominate a candidate for the Council. Emil Funk is the only man thus far mentioned for the nomination. He is a good, substantial German-American citizen, and would make a creditable addition to the Council.

The supplementary primary in the Ninth ward will be held to-night at the ward headquarters, corner of Reed street and English avenue. A. J. Deppert, who is the ward boss for Alderman in that district a couple of years ago, is mentioned for the place.

The First Ward Rally To-Night. The rally of the Republicans of the First ward, at Tinsley's drug-store, on Clifford avenue, to-night, promises to be a big affair. Speeches will be made by Mr. Herod and Thomas H. Linn, candidate for the Council. Everybody who takes part in the rally is cordially invited to attend.

CULLINGS FROM THE COURTS.

Judge Taylor Divides His Decision in the Alford-Street Improvement Case. Judge Taylor yesterday announced his written decision in the case of Mercy Murray vs. the City of Indianapolis, and the Board of Public Works. He says that the remonstrance against the improvement of Alford street was not sufficient "because the signers to the same were, and they are not, freeholders or owners of real estate on and residents upon the line or part of the said street proposed to be improved. The court also declared that the notice published by the city was insufficient, as it did not appear to have been authoritatively published; and that the notice was not of sufficient length to comply with the provisions of the act. The date of the first publication of the notice and the day fixed thereon for the receipt of the bids for the work. The court therefore granted a writ of prohibition to enjoin the defendants making a contract for the improvement of the street.

The Sun, in making a note of this decision, says that the improvement of Alford street is a public improvement, and that the charter took effect has been insufficient, and improvements now in progress could not be stopped. The court thus takes advantage of this decision.

This conclusion is not correct. The Supreme Court has decided that after the legal amount of time remonstrance has been filed, the improvement cannot be stopped. The only recourse would be a suit against the city for damages. Upon the more important statement that the Board of Public Works has proceeded to issue in all the advertisements and opening of bids for improvements it has made the Sun is probably good authority. As it does the official advertising for the city it is in a position to know.

Juryman After Their Money. Merrill Moores yesterday presented to the County Commissioners the claim of the jury in the Fred Gaul case for \$4 for two days' service each. The jury, it will be remembered, acquitted Gaul, and was thus left with no claim against the defendant for pay for their services. County Attorney Brown advised the board, that since the demand was made in the name of its kind and might precipitate a flood of claims from the Mayor's court and courts of justices of the peace, the matter should be first passed upon by a higher court. The board therefore rejected the claim, and it is understood Mr. Moores will appeal from their decision. The law and the practice has been in this courts of lowest jurisdiction that the jury in State cases resulting in acquittal receive nothing for their service.

Salary-Grab Case Postponed. The hearing by the full bench of the Superior Court of the injunction suit of Robert Martindale to prevent the controller and treasurer from paying to city officials the illegal excess of their increased salaries has been postponed until the 15th of September. The plaintiff's attorneys did not know of the postponement until they saw it in the newspapers.

A Half-Million-Dollar Case. Judges Walker and Harper sat in general term yesterday, to hear the case appealed from Judge Taylor's court entitled New Albany Forge and Rolling-mill vs. Riley McKenn et al. The co-defendants are Fletcher & Sharp's Bank and Colonel Millard, and about half a million dollars is involved. This is the case in which Judge

Taylor refused to allow the receiver of the Indianapolis Car and Manufacturing Company to be made a co-defendant, and which led to a charge that was based in the cause, having formerly been attorney for one of the parties. Counsel for the plaintiffs, however, deny that they ever intimated in the slightest degree the disqualification of Judge Taylor by an attorney to preside in the hearing of the argument.

Wants \$5,000 for an Injured Jaw. Stephen Boyle, a former employe of the Indianapolis Frog and Switch Company, began suit yesterday against the company for \$5,000 personal damages. The case arises out of an accidental blow with a sledge on the jaw, due, it is alleged, to the incompetency of a fellow employe.

Trouble Over a Will. Abira K. White was yesterday granted a temporary injunction against Magdalena Maus, who, it is alleged, is about to build a will on the property of the plaintiff. The lots of the parties adjoin, and the defendant is building a business block which, it is claimed, extends over the line.

Notes from the Dockets. Thomas Riggs desires the Journal to state that the charges made against him in the suits filed Wednesday by Jesse S. Barret are false, and he will so prove them in court.

The case of Hill against Hill, an action to revive an old judgment amounting to some \$100,000, was to have been heard in the federal court yesterday, but was continued until next Friday.

Judge Brown yesterday fined Henry Caine \$25 for failing to obey the order of the court to continue a month toward the support of his wife, Hannah J. Caine. Caine went to jail in default of payment or replevin.

The Court Record. SUPERIOR COURT. Room 2—Hon. James W. Harcer, Judge. Anna Hanson vs. Richard Roberts, et al.; ejectment. Finding for plaintiff.

Room 3—Hon. Lewis C. Walker, Judge. George F. Rice vs. John Lovett; note. Judgment for \$123.50.

National Park Bank of New York vs. Julius Levy; attachment. Judgment for \$708.61.

New State Filed. Stephen Boyle vs. Indianapolis Frog and Switch Company; damages. Demand, \$5,000.

Abira K. White vs. Magdalena Maus et al. Injunction.

David Coble et al. vs. Margaret Sage et al. Partition.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Lucinda Brown vs. Warren Perkins; breach of promise. Dismissed.

Thomas Hill, by next friend, vs. Pittsburg Ironworks, Chicago & St. Louis Railway Company; damages. Judgment against defendant for \$50.

Hezekiah Daley vs. David Russell's Estate; claim for attorney's fees. Trial by court; allowed for \$116.

William F. Burns vs. E. D. Rutledge; replevin. On trial by court.

New Suit Filed. Mylle Frailey vs. George H. Faison; divorce. Cause.

CHIMINAL COURT. Hon. Millard F. Cox, Judge. State vs. Samuel Taylor; petit larceny. Released on own recognizance.

MINOR CITY MATTERS.

Local News Notes. The Roann Creamery company, of Roann, Wabash county, capital stock \$10,000, was incorporated yesterday.

The annual meeting of the alumni association of the Girls' Classical School will be held at the Prolysaum this afternoon.

James Fennessy, manager of Henck's Opera-house, Cincinnati, is reported to be negotiating for the establishment here of a variety theater.

Marriage licenses were yesterday issued Sidney McKee and Olive Cole, Albert Seal and Katie Helmer, William F. Gabert and Laura Cashman, Frederick Schumaker and Sarah M. Sopher.

Julia Cassidy, a domestic servant, was yesterday ordered by Police Sergeant Earp to be recommitted to the Central Hospital for the Insane. She last worked for Mrs. E. B. Porter, whom she threatened with violence and threatened to burn the house.

Personal and Society. Mrs. H. L. K. Condy will return to-day from May's Lake, Ky.

Mr. Frederick Levering, of Lafayette, is visiting in the city.

Mr. William A. Gibson, of Denver, is visiting friends in the city.

Miss Gertrude Butler has returned from a six weeks' visit to Newago, Mich.

Dr. and Mrs. J. L. Thompson are expected home to-morrow from an extended Eastern trip.

Miss Ada Freland, of Spencer, arrived yesterday, and is the guest of Miss Emma Hill.

Rev. H. A. Cleveland and wife will return this evening from a five weeks' visit East.

Miss Harriet Scott has returned from Catawba Island, where she spent the month of August.

Mr. Carl Von Hake and family, who have been in Europe all summer, will sail for home to-day.

Miss Rena Clayton, of Chicago, is visiting her aunt, Mrs. A. A. Barnes, 783 North Illinois street.

Mr. and Mrs. George Stannard, of Toledo, are guests of relatives on North Tennessee street for a few days.

Rev. and Mrs. N. A. Hyde, who have been spending the summer in Europe, will return home to-morrow.

Mrs. W. W. Fisher, of Rockport, is visiting her mother, Mrs. Fisher, at the corner of Central and Christian avenues.

Mr. John Savage and Mr. George Harper left yesterday for Kansas, with a view to locating there permanently.

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Mr. and Mrs. W. A. Applegate have gone to Chicago, and there the former will join Mr. E. F. Cost and take a Western trip.

Mr. H. H. Smith and daughter Edith will return to-day from Peotony, where they have been spending several weeks.

Miss May Shipp, who is ill at Asheville, N. C., is somewhat improved, and Mr. Shipp hopes to bring her home in about ten days.

Miss and Mrs. Theodore Emory, who have been residing in this city, about a week, will go to Chicago Monday to make their home.

Miss Winifred Hunter has returned from Breckinridge, Ill., where she has been spending the summer with her grandmother.

Hon. J. C. Wilson, clerk of the United States District Court, Topeka, Kan., is in this city, a guest of his brother-in-law, Pleasant Bond, No. 44 Park avenue.

Mrs. J. W. Wharton, who has many friends in Vincennes, Terre Haute and Bloomington, is lying very low at her home, No. 293 North Mississippi street.

A backboard party was given last evening by a number of young people, in honor of Miss Fannie Lane, of Covington, who is visiting friends here for a short time.

Miss Elizabeth Stevenson and Miss Mary Stanton, who have been attending William M. Chase's summer school at Skiesneck Hill, L. I., have a number of sketches on exhibition at Lieber's, representing their summer work. They are for the most part of the impressionist school.

SHOULD BE NO DELAY.

Col. Travis, of the World's Fair Board, Urges the Immediate Election of an Executive Officer.

Charles M. Travis, Indiana world's fair commissioner from Crawfordsville, arrived last night to attend the session of the board to be held to-day. The report that the commissioners favored a delay in the election of an executive commissioner Mr. Travis declared to be a wrong impression decidedly.

"The argument is urged that it will save the salary of the executive officer to postpone his election," said Mr. Travis, "but that is a very foolish suggestion. The sentiment of the commission, so far as I can see, is that no more time should be lost. The contract for the building is to be let at once, and we need an executive officer to be at the head of the Indiana commission from now on. Indiana doesn't want to be the last getting into line. It will be an enormous undertaking to construct such a building as Indiana will need and prepare the display in which Indiana may take pride. We cannot overlook the fact that Indiana is to-day one of the leading States in the Union, and it will not do to be overshadowed at the world's fair by our sister commonwealths. It is because the commissioners believe it is no more than right to give the place to a Democrat, since both the president and secretary of the State board are Republicans—Clenn Studebaker and William Noble."

Y. M. C. A. Matters. At a joint meeting of the directors and trustees of the Indianapolis Y. M. C. Association yesterday the resignation of J. C. Shaffer was accepted. The report of General Secretary Bloom showed that the expenses had been minimized and that improvements had been made. Further retrenchment was secured by abandoning the electric plant and effecting a saving in salaries of \$1,000 per year. A lecture course has been arranged for and an interesting pamphlet announcement made. The seats will be \$1 for the whole course, which comprises the Schubert Quartet, Leland T. Powers, Ovid Masin Concert Company, Frank Bristol, Indianapolis Y. M. C. A. Concert and athletic, Fred Emerson Brooks, W. A. McCulloch will remain in charge of the physical department, and the gymnasium will be conducted as heretofore.

Supreme and Appellate Court Cases. The Supreme Court will resume work next Tuesday. During the vacation period there have been 101 new cases filed, while the Appellate court docket shows forty new cases during that time.

MARION DE K. SMITH, Republican Candidate for Controller of the Treasury in Maryland.

The Republican assault upon the outposts of the Maryland Democracy, so long in control of the government machinery of that State, is mainly directed against the finan-

cial policy of the State authorities. This gives the contest for Controller of the State Treasury a peculiar interest and importance. The nomination for this office, Marion DeK. Smith, is an able financier, who has been in public affairs, a skillful politician, and very popular with the masses of his party.

The Ladies Delighted. The pleasant effect and the perfect safety with which ladies may use the Liquid Fig Laxative, Syrup of Figs, under all conditions, make it their favorite remedy. It is pleasing to the eye and to the taste, gentle, yet effective in acting on the kidneys, liver and bowels.

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