BUSINESS OF THE RAILWAYS

Traffic on Indianapolis Lines Not Up to the Expectations of Officials.

Annual Report of the Lake Erie & Western—Baltimore & Ohio and Ohio & Mississippi Deal Completed—Percentages.

The train records show that fifty-five more loaded cars were received and forwarded at Indianapolis in the week ending Oct. 10 than in the preceding week, yet the volume of traffic is disappointing to freight men, falling below that of the correspond-week in 1890, and but a few loaded cars in excess of the movement of the second week in October, 1889. This is not as it should be, they say, with the immense quantities of wheat and oats raised the past season crowding elevators, store-houses and farmers' grain bins. It is noticeable, in examining the train sheets, that in the latter part of the week ending Oct. 10 there was a marked increase in shipments of grain, and an impression prevails that this is the begining of heavier shipments of grain to the sea-board and Eastern markets, as the farmers will be obliged to dispose of their oats, if not their wheat, to make room for a very large corn crop yet to be harvested. Then State and county fairs are now over and the farmers will naturally want to sell their products and see how they stand. Export business is still heavy. Shipments via Baltimore the last ten days have been the heaviest, and, in fact, have been limited to the cars which could be commanded, and it has been a harvest time with the Central States Dispatch and the Continental fast-freight lines. Shipments via Newport News are of importance. The growth of business over the Chesapeake & Ohio, not only east but west-bound, since the road was opened, has been unprecedented, and, what is the more singular, is that the Baltimore & Ohio, its most direct competitor, has felt this competition less than have the Vanderbilt and Pennsylvania lines. The Erie road, seemingly, has not felt this new competition, its business for months past being the heaviest in the history of the road. West-bound traffic with all lines is heavy, largely made up of first-class freights, as merchants over the West and Southwest, and on the Pacific coast are now stocking up. There is now a heavy tonnage of anthracite coal West, utilizing the empty cars sent West, in carrying this class of freight. Local business with all roads is excellent. Probably there is not an Indianapolis line that is not doing 25 per cent. more local business than at the corresponding period of 1890, while some are doing 50 per cent. more. The outlook is favorable for a heavy business for weeks to come, as there will be a heavy movement of Indiana and Ohio coals, and in a few days the hog crop, should the weather continue cool, will begin to move. Below is given the number of loaded cars received and forwarded at this point in the week ending Oct. 10, as compared with the corresponding week in the preceeding three years:

Name of Road.	Loaded cars, 1891.	Loaded cars, 1890.	Loaded cars, 1889.	Loaded cars, 1888.
L., N. A. & C., Air-line	377	452	387	252
I., D. & W.	365	402	381	467
C., H. & D. (Ind'p'l's div.)	754	1,096	874	850
L. E. & W.	644	602	523	492
Penn'a lines: I. & V.	721	601	651	481
Penn'a lines: J., M. & I.	1,056	1,130	1,126	899
Penn'a lines: Chic'g div	653	779	572	430
Penn'a lines: Col'b's div	1,482	1,751	1,686	1,638
Peoria & Eastern: East div	1,184	831	791	997
Peoria & Eastern: West div	1,112	746	812	791
Big Four lines: Chicago div	2,147	2,110	2,050	2,032
Big Four lines: Cl'e'n'atti div	2,976	2,845	2,494	2,077
Big Four lines: St. Louis div	1,723	1,961	2,032	1,998
Big Four lines: Cl'v'l'nd div	1,677	1,804	2,146	2,150
Vandalia	2,038	1,907	2,022	2,259
Totals	18,892	19,011	18,507	17,969
Empty cars	.....	4,862	5,016	4,804
Total movement	18,892	23,873	23,523	22,773

Annual Report of the Lake Erie & Western.

In the president's report to the stockholders of the Lake Erie & Western railroad the mileage of the main line and branches is given as 725 miles, of which 667 miles are laid with steel and fifty-eight miles with iron. The physical condition of the road is described as good for its class. It is in good line, well surfaced and strongly tied. About 250 miles has no gravel or other ballast than native soil, and about 200 miles need reballasting with gravel. The equipment consists of 100 locomotives, seventy-two passenger cars, forty-six cabooses, twelve work cars, 3,650 freight cars. The company has no car trusts.

Between Feb. 1, 1887, and Aug. 1 last, a period of four and one-half years, there has been expended for betterments to the property $1,536,725, wholly paid for from surplus earnings. The wisdom of this liberal expenditure is proven in the low ratio of expenses to earnings, 58.51 per cent. attained in the face of a continuous decline in rates. The average receipts per freight-ton per mile for 1890 were .667.

During the year 1890 there were added, to cost of road, $1,700,000; to equipment, $219,893, and $77,000 was disbursed for debts and improvements, making a total of $1,996,893. This includes the cost of the Fort Wayne, Cincinnati & Louisville railroad, 133 miles, and its equipment, which were acquired in June of that year. For this purpose $1,250,000 of first mortgage bonds were issued, the remainder of the purchase money being paid from the surplus, and by a temporary loan to the extent of $360,000, of which $50,000 has since been paid out of the excess of earnings of the road bought, over the interest on the bonds issued therefor.

Beginning with February, 1890, the company has paid seven consecutive quarterly dividends of 1 per cent. each, aggregating $828,800. The financial condition of the company is shown by a condensed balance-sheet, dated Aug. 1, 1891. Its assets are: Cost of road, $29,698,820; equipment, $1,773,761; materials, $109,229; betterments, $168,189; taxes and insurance accrued, $22,409; stocks, $15,000; cash on hand, $291,244, and accounts receivable, $167,881, a total of $32,246,527. The liabilities are: First mortgage bonds, $7,250,000; common stock, $11,840,000; preferred stock, $11,840,000; bills payable, $310,000; accrued interest, $41,333; dividends (due Aug. 15, 1891), $118,407; accounts payable, pay-roll, etc., $333,953, and surplus, $512,833, a total of $32,246,527.

Notwithstanding the almost total failure of the wheat crop in Indiana and Ohio in 1890, the business of that year taxed the equipment to the utmost and gave the largest earnings in the history of the road, showing the growing and diversified character of the traffic from its tributary territory. That year showed gross earnings of $3,074,538 and net earnings of $1,275,656, from which were paid: Taxes and rentals, $146,502; interest and bonds, $332,750; dividends, $473,600, and betterments, $223,255; a total of $1,176,108, leaving a balance to surplus of $99,547.

Despite some labor troubles, which have been finally and satisfactorily settled, the gross earnings for the eight months ending Aug. 31, 1891, show the substantial increase of $90,054 compared with corresponding period, 1890, though as yet little or no benefit has been derived from the abundant crops of the year.

Without added equipment maximum earnings may be said to have been reached. With additions it is safe to assume that they will continue to improve in an increasing ratio. With the cars that will be put into service this fall a conservative estimate puts the gross earnings of 1891 at $3,250,000, and net earnings $1,397,500. Taxes and rentals, interest on firsts, and other interest amount to $552,500, leaving a surplus for the year of $845,000. This, if so applied, would give a dividend of 6 per cent. on the preferred stock, and leave a surplus of $134,000 for the common. The directors now propose to issue a second mortgage bond of $5,000 per mile, to be known as equipment bonds. The bonded debt of the road will then be but $15,000 per mile. These bonds have already been negotiated with a leading investment house, which has handled the securities of the company heretofore.

The B. & O. and the O. & M.

The report that the negotiations with the English shareholders of the Ohio & Mississippi Railroad Company for the unification of the Baltimore & Ohio Southwestern and the Ohio & Mississippi have been substantially completed is accepted at Baltimore as correct. It is understood that the arrangement contemplates putting the Ohio & Mississippi into the very best physical condition and equipping it thoroughly from end to end, involving an expenditure of possibly over $2,000,000 on the line and reducing the rate of interest upon the bonds, the Baltimore & Ohio Railroad Company and the Baltimore & Ohio Southwestern to become responsible for the reduced interest. The arrangement also contemplates the settlement of the differences between the preferred and the common shareholders of the Ohio & Mississippi. As the arrangement contemplates the securing of all the money requisite for putting the Ohio & Mississippi line in thorough order and thoroughly equipping it, it is believed that its earnings will largely increase, that its operating expenses will correspondingly decrease, and thus result in advantage to the shareholders of the company. The Ohio & Mississippi has been in need of larger engines, of more equipment, and of a number of improvements. All this is provided for in the new arrangement. This line will be put under the control of a strong trunk line—the Baltimore & Ohio Railroad Company. Therefore, it is claimed, there can be no doubt of the advantages to all the interests concerned, in thus creating a unit road from St. Louis, on the Mississippi river, to the Atlantic seaboard at Baltimore, Philadelphia and New York.

Arbitrator Goddard's Trunk-Line Allotments.

For some weeks past the general passenger agents of the trunk lines have been awaiting with some anxiety the allotments which would be awarded to the respective trunk lines on the division of first and second-class competitive business west bound. Below is given a statement of the average amount of first and second-class business that each of the roads has carried in the four years from 1887 to 1890, inclusive, compared with the percentages allotted by the commissioner:

Railroads.	Per Cent. Alloted.	—Four Years' Av.— 1st Class.	2d Class.
New York Central	33	37.5	13
West Shore	6	4.8	9
Erie	11	13	30
Lackawanna	5.5	2.5	12
Pennsylvania	25	27.5	13
Ontario & Western	3	2.9	8
Lehigh Valley	3	.55	1
Baltimore & Ohio	9.5	8.25	12
Chesapeake & Ohio	8	3	12
Total	100	100	100

It is stated that there is some dissatisfaction over the allotment. The New York Sun says: "The commissioner of the Trunk-line Association escaped a good deal of the censure that was heaped upon him by leaving for Chicago soon after he delivered his arbitration on the division of first and second class competitive west-bound passenger business. Perhaps none of the roads expects to see the allotment carried out, but some of them are wondering by what process the commissioner decided upon the allotment."

Personal, Local and General Notes.

E. Dolan has been appointed agent of the Peoria & Eastern at Farmers' City, vice L. N. Groendyke, resigned.

J. A. Barnard, general manager of the Peoria & Eastern, who has been East for ten days, is expected home to-day.

The Lake Erie & Western earned in the first week of October, $66,116.63, increase over earnings of the corresponding week of last year, $3,226.41.

H. C. Diehl, general manager of the Interstate Despatch, spent Sunday in the city, the guest of H. C. Parker, traffic manager of the Lake Erie & Western.

F. O. Hopkins, who seems to be one of D. J. Mackey's right-hand men, is said to be the next largest holder of stock of Mackey lines to Mr. Mackey himself.

On the 15th of this month H. G. Kernodell, of Galesburg, Ill., will take the position of general yardmaster of the Lake Erie & Western and the Monon at this point.

The treasurer of the Big Four lines has gotten all the odds and ends up to Sept. 1, and finds the surplus since June 30 to be $192,380, an increase over last year of $53,401.

The receipts from sales of tickets of the Louisville, New Albany & Chicago road in its ticket offices at Louisville for September were $6,591.45 in excess of those of September, 1890.

The Cincinnati, Wabash & Michigan company is distributing steel rails and cross-ties between Rushville and North Vernon to put the track in shape for better service.

D. J. Mackey will soon be in the market for ten engines for the Louisville, Evansville & St. Louis road. In the fire at St. Louis on the 7th this road lost three first-class new engines.

The order to put in the new divisions on the Indiana, Illinois & Iowa road has been suspended until the 15th, when there will be a meeting of the joint-rate and east-bound committee.

The ticket agents who were discharged on the Lake Shore for taking commissions are in Chicago and other railroad centers, looking for employment. The officials of the Lake Shore flatly refuse to re-employ them.

The Indiana Midland is in trouble again. W. T. Wittington is preparing to file claims amounting to $1,800 for labor and boarding. He threatens to attach the company's daily receipts at stations if it is not paid at once.

The election of F. R. Lawrence as one of the directors of the Louisville, New Albany & Chicago road, in place of W. A. C. Ewen, has revived the talk of a closer alliance between the Monon and the Cincinnati, Hamilton & Dayton.

Matters have become more complicated in the rate demoralization brought about by the Indiana, Illinois & Iowa road through the resignation of General Freight Agent Reeves, of this line, as a member of the central traffic committee.

The well-wishers in the railroad fraternity for the Cincinnati, Hamilton & Dayton think it fortunate that the C., H. & D. has been baffled in securing control of the Cincinnati, Jackson & Mackinaw, which could but have been an elephant on its hands.

The Cincinnati, Hamilton & Dayton, has, it is stated, renewed its efforts to secure control of the Indianapolis, Decatur & Western, and indications are strong that it will be successful. It is evident that matters with the I., D. & W. are fast working toward a decided change.

Rushville, on the Cincinnati, Hamilton and Indianapolis road, has become one of its most important stations. The receipts from sale of tickets at this station in September were $4,504.85, the largest passenger business done in any one month from this station.

It is now stated that at the meeting of the Ohio & Mississippi stockholders in Cincinnati on Oct. 16 a directory named by the B. & O. will be elected, thus giving that company virtual control. This action was determined upon by the foreign stockholders, who declined the proposition of the Big Four to give the road to the Vanderbilts.

The Chicago & Alton is using quite extensively the Fontaine signal, and finds it works nicely. It is a simple device. By means of a white dial and black hand it indicates to an engineer of a train the length of time that has elapsed since the preceding train passed, which enables him to keep a safe distance behind, preventing rear collisions.

C. M. Burt, secretary of the board of rulings, under date of Oct. 10, sends the following circular: "The board of rulings investigated at Chicago the charge that the Wabash company had authorized a return to the payment of commissions, and the explanation of its general manager was received, to the effect that the circular and instructions to the party who issued it were intended only to apply to Canadian and colonial traffic, upon which traffic the Canadian Pacific and Grand Trunk companies have continued to pay commissions, and that the position of the Wabash company remains as heretofore announced as to the cessation of the payment of commissions to and via the Niagara frontier in both directions."

Accounting for the Color.

Kansas City Journal.

It is asserted that the Cleveland baby will be a brunette. She probably inherits the black eye her father got in 1888.

"It is a fact," that Hood's Sarsaparilla does cure scrofula, salt rheum and other diseases or affections arising from impure state or low condition of the blood, overcomes that tired feeling, creates a good appetite, and gives strength to every part of the system. Try it.

EVANGELICAL MINISTERS

Lines of Thought Followed by Visiting Ecclesiasts of the Conference.

Able Discourses by Widely Known Men—Saturday's Proceedings—Details of the Publishing-House Work.

The second Sunday in Indianapolis for the delegates to General Conference was a most delightful one, and the church services where delegates had been invited to preach were all well attended.

Rev. A. Vandersall, a presiding elder of the Ohio Conference, preached at 10:30 A. M. in the Grace M. E. Church. His subject was "Truth," based on Prov. xxiii, 23: "Buy the truth and sell it not." After a few appropriate remarks on truth in general the preacher dwelt mainly on the divine truth as revealed in Christ Jesus. Doctrinal truth, he said, embraces the existence of God, the attributes of God, the Trinity, the divinity of Christ, the personality and deity of the Holy Ghost, the origin and fall of man and the attonement. Experimental truth, he said, makes free. We are santified through the truth. Practical truth is the life, conduct and conversation regulated by and in harmony with the truth. Christians are living epistles—the world's Bible, and the only one which many ever read. "Buy the truth," he said, is good counsel. Come to the mart of truth; receive and believe it. "Sell it not," for you cannot receive an equivalent for it. There is no substitute for it. It is indispensable to salvation.

In the evening Rev. J. A. Frye, of the Michigan Conference, preached in the same church from Jude xxiv, 25, on the preservation of the saints. We need, he said, to be kept from falling. This is owing to the fact that we are still in a world where sin abounds. Then he spoke of our inability to keep ourselves. It requires divine help. Then he dwelt upon the assurance of needed help based upon the authority of God's word. He is willing. Upon his second topic, the saints' presentation, he said that if an artist has a fine work of art he places it in a conspicuous place so that it may be seen by all. So shall the church be presented before the throne of His glory.

In the church in which General Conference convenes, Rev. J. Young, of the Central Pennsylvania Conference, preached a very able sermon from Matthew xvii, 8: "They saw no man save Jesus only." His theme was Jesus, the only Savior and mediator; Jesus, the sinner's only refuge; Jesus, the penitent's only consolation, the believer's all in all—wisdom, justification, sanctification and redemption; the beliver's friend and counselor, protector and deliverer; his theme in life, in death and in eternity.

Bishop J. J. Esher preached at 10:30 A. M. in the First German M. E. Church. His theme was redemption, based on Ephesians i., 3-4. The Bishop's leading thoughts were the basis, the nature and the purpose of man's redemption. The sermon was well received, and made a deep impression. Frequent responses in "amens" and "hallelujahs" came from all parts of the congregation, and tears flowed freely. At the close of the services the pastor publicly thanked the Bishop for the unctous and inspiring sermon he had given them.

Rev. J. Umbach, of the Canada Conference, preached in the German Reformed Church. He had selected for his text, St. John xiii., 1: "Having loved His own which were in the world He loved them unto the end." His theme was Christ's love for His own. "All are His property," he said, "by creation and preservation; all are His by purchase. Christ purchased them with His blood. Believers are His own, for He has washed them of their sins and renewed them by His holy spirit. They are partakers of His nature and temples of the Holy Spirit. They are His own, because they have given themselves to Him by a personal consecration. His love is divine, unchangeable, impartial and constant, and man's duty is to love Him in return."

Bishop Bowman went to Cumberland, about ten miles from Indianapolis, to dedicate the new church there. He preached in the morning and afternoon, performed the dedicatory services, and by evening returned to Indianapolis again.

Saturday's Session of Conference.

The ninth day's session of General Conference was opened by Bishop J. J. Esher. Rev. S. J. Maurer, of the Germany Conference, led in prayer. The roll of the conference was again called for the purpose of receiving petitions and recommendations. Rev. R. Yeakel stated that he had received a letter from an aged and prominent minister of eastern Pennsylvania on the much-mooted subject of arbitration. The letter was referred to the committee on the state of the church. Rev. L. J. Shultz, of the Iowa Conference, petitioned conference to establish a young people's paper, to be published in both the German and English languages. C. W. Sydow, of the Minnesota Conference, would ask all the candidates for the ministry whether they use tobacco; presumably that if they should answer affirmatively they should not be received.

Rev. W. Yost, treasurer of the Ebenezer Orphan Home, presented his report to the conference for the past quadrennium. The report, which is very minute, shows that the receipts were $49,867.27, and the expenditures $42,817.88, leaving a balance of $7,049.69 in the treasury. The assets of the home are $114,205.69. Liabilities, none. Besides this, it has an endowment fund of $53,856.86, and an annuity fund of $14,269. In connection with the report Rev. Yost stated that he had written more than fifty wills for different parties in various parts of the church, in which more than $100,000 is bequeathed to the various benevolent institutions of the church.

Bishop Esher laid a letter before the conference from the executive committee of the Universal Peace Union, Vera Cruz, Ind., asking this honorable body to give expression to the necessity of an international court of appeals among civilized nations, to which all national disputes may be referred. The letter was referred to the committee on Sabbath and temperance.

Rev. F. Kurtz, of the Atlantic Conference, presented a petition from the Zion's Evangelical congregation, Brooklyn, N. Y., that they might be authorized to give a mortgage on their property. Their request was granted by resolution.

The report of the committee on the publishing-house was next taken up again where it had been left at the close of Friday's session. After a brief discussion of the question whether but one or two publishers should be elected, Bishop Bowman moved an amendment that one publisher be elected, and that he shall select an assistant with the approval of the executive committee of the board of publication. After the noon recess the question was taken up again. Conference decided that one editor should be elected for the Christliche Botschafter and one for the Evangelical Messenger, and that both these editors shall be privileged to select an assistant, with the approval of the executive committees of the board of publication. The editors of the Sunday-school departments, both English and German, have heretofore also had assistants. But General Conference, mainly for economical reasons, decided not to give them any assistants but to raise their appropriation so that they may have the means to pay more liberally for contributions. Accordingly the editor of the Evangelical Magazine and German Sunday-school literature is to have $750 and the editor of the Living Epistle and English Sunday-school literature $500, as a contributors' fund. Conference also decided that the editor of the Christliche Botschafter should also be the editor of all the German books to be published, except the Sunday-school books, which shall be edited by the editor of that department; and that the editor of the Evangelical Messenger should edit the books to be published in the English language, excepting English Sunday-school books, which shall be edited by the editor of the English Sunday-school department. These editors are also allowed $50 to increase and improve their office library, and $250 each per year as a contributors' fund.

Another item in the report of the committee on the publishing-house was that the church historian be instructed to gather material for a missionary history of the Evangelical Association, but that the publication of the same be referred to the board of publication.

R. Yeakel, the church historian, said the history of the missionary operations of the church was given at considerable length in the forthcoming second volume of the Church history, and that it would, therefore, be hardly worth while to publish a separate volume. Rev. W. Ham replied that there could be no harm in instructing the historian to gather whatever material he could for such a work, and Bishop Bowman added that there was very little danger that the board of publication would undertake to publish such a work before the second volume of the Church history had been published.

In order that the entire church might be represented in the board of publication, the various conferences were divided into the following eight districts, each district to elect one member: First district, East Pennsylvania, Central Pennsylvania and Pittsburg conferences; second district, Atlantic, Germany and Switzerland conferences; third district, New York, Canada and Michigan conferences; fourth district, Erie, Ohio and Michigan conferences; fifth district, Illinois, Iowa and South Indiana conferences; sixth district, Wisconsin, California, Texas and Japan conferences; seventh district, Kansas, Platte River, Nebraska and Des Moines conferences; eighth district, Minnesota, Dakota and Oregon conferences.

A List of Nominations Made to Public Offices to be Voted on at the General City Election

— TO BE HELD ON —

TUESDAY, OCTOBER 13, 1891.

STATE OF INDIANA, MARION COUNTY, Set.:

Pursuant to Section 23 of an act of the General Assembly of the State of Indiana, concerning elections, approved March 6, 1889, I, E. B. SWIFT, Clerk of the city of Indianapolis, do hereby give notice and certify that the statement hereinafter in this certificate set forth contains a true aad correct list of the nominations to office to be voted on at the general city election to be held in said city, on TUESDAY, OCT. 13, 1891, of all the nominations to be voted on at said election, filed in my office as such Clerk, under the provisions of the act aforesaid.

And I further certify that the said nominations, as hereinafter set out, are arranged, as far as practicable, in the order and form in which they will appear, and be printed upon the ballots to be used at said election; each group or list of candidates of each party appearing under the device selected by such party as shown by said certificates. Said nominations to office and party devices, arranged as aforesaid, are as follows:

Nominations Filed in the Office of the Clerk of the City of Indianapolis.

CITY BALLOT.

DEMOCRATIC TICKET.	REPUBLICAN TICKET.	PROHIBITION TICKET.
For Mayor, THOMAS L. SULLIVAN.	For Mayor, WILLIAM W. HEROD.	For Mayor, PLEASANT BOND.
For City Clerk, RANDALL J. ABRAMS.	For City Clerk, HARRY B. SMITH.	For City Clerk, ALBERT E. BUCHANAN.
For Police Judge, EDWARD C. BUSKIRK.	For Police Judge, GRANVILLE S. WRIGHT.	For Police Judge, WYMOND J. BECKETT.
For Councilmen at Large, MARTIN J. MURPHY.	For Councilmen at Large, WILLIAM W. McCREA.	For Councilmen at Large, ALPHA W. HILLIKER.
ROBERT C. McGILL.	JOHN Q. HICKS.	SAMUEL J. WILSON.
HENRY W. LAUT.	HENRY JAMESON.	WILLIAM H. TICE.
EDWARD J. SHERER.	EDWARD H. DEAN.	CHARLES W. OAKES.
JOHN B. McGUFFIN.	HENRY SWEETLAND.	OLIVER T. CUMBACK.
FREDERICK SCHRADER.	PHILIP REICHWEIN.	BENJAMIN F. CARTER.
For Councilman First Ward, JOHN A. WEBER.	For Councilman First Ward. THOMAS B. LINN.	For Councilman First Ward. WILLIAM H. BENEDICT.

Below will be found a list of candidates for the office of Councilmen to be voted for at said election to be printed on the several different ballots, representing wards numbering two (2) to fifteen (15), inclusive, which will be printed upon the ballots representing each of the several wards named, in the order as shown by the above ballot containing the names of candidates for Councilman from the First ward.

DEMOCRATIC TICKET.	REPUBLICAN TICKET.	PROHIBITION TICKET.
For Councilman Second Ward, JOHN C. HART.	For Councilman Second Ward, JOHN R. ALLEN.	For Councilman Second Ward, T. REESE MELESON.
For Councilman Third Ward, WILLIAM R. TALL.	For Councilman Third Ward, ARCHIBALD A. YOUNG.	For Councilman Third Ward, JEHU BALLARD.
For Councilman Fourth Ward, CHARLES D. BUSHONG.	For Councilman Fourth Ward. JOHN A. PURYEAR.	
For Councilman Fifth Ward, JAMES H. COSTELLO.	For Councilman Fifth Ward, EDWARD DUNN.	For Councilman Fifth Ward, JOHN DUBAUGH.
For Councilman Sixth Ward, ROMEO L. DePUY.	For Councilman Sixth Ward. WILLIAM H. COOPER.	For Councilman Sixth Ward, JOHN T. McHALE.
For Councilman Seventh Ward, CHARLES SYERUP.	For Councilman Seventh Ward, JOSEPH L. GASPER.	For Councilman Seventh Ward, ISRAEL BAY.
For Councilman Eighth Ward, EMIL C. RASSMANN.	For Councilman Eighth Ward, CHARLES T. BISHOP.	For Councilman Eighth Ward, JEROME FAIT.
For Councilman Ninth Ward, JOHN F. WHITE.	For Councilman Ninth Ward, ALFRED O. DESPO.	For Councilman Ninth Ward, JOHN TAMYLIN.
For Councilman Tenth Ward, GEORGE R. COLTER.	For Councilman Tenth Ward, JEREMIAH GRIFFIN.	For Councilman Tenth Ward, WILLIAM W. BARNUM.
For Councilman Eleventh Ward, PATRICK J. RYAN.	For Councilman Eleventh Ward JAMES SANDERS.	For Councilman Eleventh Ward, M. D. COOK.
For Councilman Twelfth Ward, CHARLES A. GAUSS.	For Councilman Twelfth Ward, JACOB W. FIRESTINE.	For Councilman Twelfth Ward, SAMUEL P. CARROL.
For Councilman Thirteenth Ward, OLAF R. OLSEN.	For Councilman Thirteenth Ward, WALTER SINKS FERGUSON.	For Councilman Thirteenth Ward, GEORGE T. SULLIVAN.
For Councilman Fourteenth Ward, ANTON SCHMIT.	For Councilman Fourteenth Ward, GEORGE H. STIEGELMEYER.	For Councilman Fourteenth Ward, JOHN M. SPRINGER.
For Councilman Fifteenth Ward, HENRY F. HOLLORAN.	For Councilman Fifteenth Ward, AMER J. FUNK.	For Councilman Fifteenth Ward, JAMES GIBBONS.

And I further certify that the city ballots to be used at said election, containing the list of nominations filed in my office, and in this certificate set forth, will be printed on white paper.

[SEAL.] In testimony whereof, I have hereunto affixed the seal of said city of Indianapolis, and subscribed my name as Clerk thereof, at Indianapolis, Indiana, this 30th day of September, 1891.

E. B. SWIFT, City Clerk.