AFFAIRS OF THE RAILWAYS

Yesterday's Meetings of Superintendents and the Indiana Car Association.

Demurrage Charges Considered by the Latter—High Speeded Trains Deemed Safer than Slow Ones—Southern Travel.

The superintendents of the Indianapolis lines held their regular meeting yesterday at 10 A. M. The most important questions considered was the disinfecting of stock cars at this point, it being proposed to wash out and disinfect all cars loaded with live stock on the through lines on arrival at this point. The resealing of grain cars was another question discussed. Inquiry showed that as but few points was this done with as much care as at Indianapolis, the matter being in charge of the inspector of the Board of Trade. Where this matter is not looked after closely the roads are apt to have claims for loss of grain presented.

The Indiana Car-service Association held its regular monthly meeting at 11 A. M. yesterday. While the business was largely of a routine character there was considerable discussion over the shortcomings of some of the agents in collecting demurrage charges. It is proposed to have demurrage charges collected with the same regularity as are freight charges when the local agents get their bond scheme in working order. No action was taken.

High-Speeded Trains the Safest.

In commenting on the long-distance, mile-a-minute run over the New York Central, recently, the London Standard says: "Now that this has been done the go-ahead American, when in a 'hurrying-up' humor, will not consider that he is moving at all unless his train is whizzing him along at sixty miles an hour. There are many people who consider themselves far safer in an express flying along at the rate of sixty or seventy miles an hour than in a local train moving at about a quarter of the speed. A fast train commands respect. There is no perfunctory supervision of points and signals when the express is due." It then adds: "There is a general impression on this side of the Atlantic that we have developed a far more rapid rate of railway traveling than has been attained in America. We naturally pride ourselves upon our splendid tracks, which are incomparably better than the average American track, and it is one of our insular boasts that no nation in the world can show such a service of trains as are to be found, say between London and Manchester, London and Edinburgh, or even between Liverpool and Manchester. But the Englishman who has not left the confines of his own country must make some allowance for the progress which other nations are making in the direction of rapid locomotion. Nothing strikes the visitor to the United States more powerfully than the extraordinary improvement which the American railway system has undergone during the last few years. One has only to travel from New York to Niagara, a distance of about five hundred miles, at the rate of more than forty miles an hour, or to take one of their sumptuously furnished expresses to Chicago and cover more than double five hundred miles at a still faster rate of speed, to be put somewhat out of concert with the lightning-like qualities of our English trains."

Denied by Chairman Finley.

Last week Traffic Manager Busenbark, of the Chicago, St. Paul & Kansas City road, in a letter to Chairman Finley, demanded that the Chicago, Milwaukee & St. Paul be required to pay over to his company certain sums of money amounting to about $2,500. This, he said, represented the loss of revenue sustained by his company last April, when, by an erroneous ruling on Chairman Finley's part, the Chicago, Milwaukee & St. Paul was allowed to reduce rates and compete for certain excursion business in Iowa, to which the Maple Leaf alone was entitled. Mr. Busenbark held that his demand was justified on the broad principle that the agreement was formed for the purpose of preserving the revenues of the lines parties thereto. Chairman Finley has now replied to this communication, showing that there is no provision of the agreement under which such a demand could be legally made, unless a specific infraction of a certain article were named and the complaint filed within the time prescribed by the article of limitations. Even if Mr. Busenbark's demand were otherwise valid, it could not be entertained under the agreement, because notice had not been served within the time allowed by the rules.

Brisk Competition.

Extensive arrangements are being made by all of the railroads with Southern connections to handle the winter tourist business to Florida, New Orleans and other Southern winter resorts. There has been a rapid increase of late years in the Southern passenger traffic during the winter, especially from Chicago, and the coming season promises to be the heaviest ever known in the history of the railroads. The Big Four yesterday announced solid vestibule trains, heated by steam and equipped with dining cars, to make direct connection at Cincinnati with express trains for all points South, affording practically through-train service to Florida points. Many of the other roads are doing the same thing, and the competition for the Southern trade promises to be exciting, and may lead to a serious complication of the passenger rates now in force.

Personal, Local and General Notes.

The National Association of Car-service Managers will hold its semi-annual meeting in New York city, Oct. 28.

The Chesapeake & Ohio, the first week in October, earned $176,720; increase over the corresponding week of 1890, $19,568.

The putting on of the new fast train South from Kansas City over the Memphis road has been postponed until November 8.

W. C. Rinearson, general passenger agent of the Erie lines, is West conferring with his assistant general passenger agents at different points.

E. A. Peck, general superintendent of the Big Four lines, who has been in New York for a few days attending railway meetings, is expected home this evening.

The stockholders of the Mackey lines will meet to-day to ratify the deal by which the Kentucky and Indiana bridge comes under control of this syndicate.

Rates southward from Chicago and St. Louis are being badly scalped, which will probably lead the roads via Kansas City to a reduction of their basing rate.

S. K. Hooper, chairman of the Colorado Passenger Association, has resigned, and indications are that the organization will go to pieces at its meeting next month.

Pueblo has offered $100,000 in cash to secure the shops and general offices of the Denver & Rio Grande, now in Denver, at that point. The offer will probably be declined.

The New York Central has this month placed orders for forty-one eight-wheel passenger engines and nineteen mogul engines. The Schenectady works secured both contracts.

The Pennsylvania inspection party will reach Indianapolis at 3 P. M. to-day, stop here a couple of hours, then go on to Terre Haute over the Vandalia, where the party will remain over night.

The renewed labor troubles and threatened strike of the Lake Erie & Western is made an excuse to "bear" the stock, and caused a decline. The latest report is that the firemen will not strike.

The Wabash earned, the first week in October, $294,011, a decrease, as compared with the corresponding week of 1890, of $5,782. This is the first week since June in which a decrease has been shown.

Commissioner Fulton has called a meeting of the freight department of the Chicago and Ohio River Traffic Association, to be held at Indianapolis Oct. 20. Many important matters will be considered.

E. B. Stahlman, formerly general manager of the Louisville, New Albany & Chicago road, more recently vice-president of the Louisville & Nashville road, has returned from a long trip abroad. While absent he made continental railways a study, and he is to write a series of articles for the press on this subject. He says American railways eclipse foreign roads in every respect save the solidity of their road-beds.

The Cincinnati, Hamilton & Dayton is testing the Fontaine signal on its line. Three are now in service at different points. The New York Central has just placed twenty-one of these signals on its line.

The Chicago, Milwaukee & St. Paul has placed an order for forty first-class coaches, all to be of the vestibule pattern. This road has commenced building its own freight cars and is turning out ten a day.

It is quite evident that with most roads October earnings from passenger business will fall below those of October, 1890, and considerably below those of September last, which was one of the best months this year.

The office of traveling passenger agent on the Central road of Georgia has been abolished, and J. C. Shaw, who has held the position for fifteen years, and who is well known in Northern railroad circles, is out of a job.

President Fish, of the Illinois Central, announces that a verbal agreement has been made with the president of the Michigan Central for the erection of a ten-story depot building in Chicago, for the use of both companies.

The Cincinnati, Sandusky & Cleveland stockholders will hold their annual meeting Oct. 21; the Chesapeake & Ohio, Oct. 27, and the C., C., C. & St. L. (Big Four), Oct. 28. M. E. Ingalls is president of the three companies.

Col. W. D. Ewing, of Evansville, returns to railroading again. He goes to New England to take charge of the operating department of the Fitchburg road's Hoosac Tunnel line. Mr. Ewing takes charge on the first of next month.

It is stated that the three fast-freight lines, the Nickel-plate, the West Shore and the Hoosac Tunnel, are to be consolidated under a new name, and the Toledo, St. Louis & Kansas City is to be made the road for entrance into St. Louis.

The Louisville, New Albany & Chicago increased its earnings the last week in September over those of the corresponding week of 1890, $8,475, and would have done still better if cars could have been commanded to handle business offered.

The new locomotive on the Chicago & Alton, which burns its own smoke, is performing very satisfactorily. It is an odd-looking piece of machinery, not having the usual smoke-stack, but a large exhaust opening increased to twenty inches in diameter.

A reduction of grain rates to the seaboard is talked of, based on 20 cents per one hundred pounds from Chicago to New York. This is to be done to offset some long-time contracts for handling corn, which, it is alleged, the Baltimore & Ohio has entered into.

Some idea of the increase in volume of traffic may be had from the fact that an average increase of 7,000 freight cars a year for three years past on the Pennsylvania lines east of Pittsburg, and 6,000 west of Pittsburg, is now inadequate for the prompt handling of the traffic.

Two members of the board of rulings, it is stated, have come out as strong advocates of lifting the boycott on the Chicago & Alton road. It seems unfair that the C. & A. should be boycotted when a half a dozen roads are guilty of the same offense the C. & A. are boycotted for.

G. T. Shepherd, general agent of the Erie lines for New England, who died last week, had been with the Erie company forty years. He was appointed to the position which he held at the time of his death by T. A. Lewis, deceased, who at that time was general manager of the line.

The five telegraph wires on the line of the Indianapolis & Vincennes road are now all strung on new poles and an additional wire put in place. The new wire will be a great convenience to the coal operators and stone-quarrymen on the line, two classes of business which are developing rapidly on the I. & V. road.

The Vandalia derived a very handsome revenue from the races at Terre Haute, carrying into that city, off of the three divisions centering there, over four thousand people, treble the number of any former year. From Indianapolis proper 1,000 tickets were sold. The St. Louis division also carried a considerable number into Terre Haute.

Train 37, now leaving Indianapolis over the Cincinnati, Hamilton & Dayton at 2:21 P. M., has been on a year, and has now become a paying and popular train. For some months an early afternoon train for Cincinnati was not appreciated by the traveling public, but since its change in leaving time it has largely increased its business.

The two fast-freight trains run between Indianapolis and New York, east and west, over the Pennsylvania lines, known as the P. G. 1 and 2 trains, are making a great time record. The run from Indianapolis to Pittsburg is made in twenty-four hours daily, with as much regularity as the fastest passenger trains on the Pennsylvania lines. These trains usually haul more perishable freights than those of any other class.

A conference will be held at Chicago to-day by the joint rate committee of the Eastern and Western lines, the special east-bound freight committee, and all the interested roads that desire to send representatives for the purpose of making another effort to agree upon a basis of divisions for through traffic billed via the Indiana, Illinois & Iowa road. It is hoped that the meeting will result in an amicable settlement of this much-vexed question.

That Calvin S. Brice is the purchaser of the Cincinnati, Jackson & Mackinaw road is denied. There has not been a road sold in Indiana or Illinois in the last two years where Mr. Brice was not reported to have had a hand in the deal, as in the case of the Monon, but his deals seldom materialize. The men who have purchased the road doubtless did so on speculation, and will unload it on the highest bidder, and some yet think that the Cincinnati, Hamilton & Dayton will be the highest bidder. There is a feeling among the friends of the C., H. & D. that if the directory is determined to saddle some other of the weaker lines on the C., H. & D. there is less risk in coming westward.

MR. RAY WAS NOT BOTHERED.

The Man Who "Fixed It All Up" Between Gray and Hill Escaped an Interview.

Scott Ray, of Shelbyville, pranced in town at 3 o'clock yesterday morning, and made his way to the Bates House. Throwing his valise at a bell-boy's head, he swaggered up to the desk, jerked the register from the gentleman who was looking at it and said: "Give me a $2.50 room, with a bath on the parlor floor." The polite clerk informed him that apartments on the mezzonine floor would cost him $4.50 and $5 a day. "What, for the editor of the Shelbyville Democratf Great Gawd! I'll see Reibold about that." After he had slapped his big, fat name over three lines of the register the clerk instructed the bell-boy to "show the gentleman to No. 409, on the fourth floor." As Mr. Ray turned to follow the boy he cried back to the clerk, "I don't want to be interrupted by no newspaper men, it don't make no difference how bad they want to see me." Latest advices are that the editor of the Shelbyville Democrat was allowed to slumber, undisturbed, for the remainder of the night and all day yesterday.

Marion County Postoffices.

Postmaster Thompson is this week finishing up his visit of the postoffices in Marion county, in acknowledgement of the request of Postmaster-general Wanamaker, recently made to all the county-seat postmasters. There are thirty-eight offices in this county, and up to last Saturday night Mr. Thompson had visited twenty-eight of them. He reported them all in good condition, but has made a few notations of changes that he will recommend to the department. There are some offices that run only $15 a year in receipts, and some not quite that much. The Postmaster-general informs the county-seat postmaster that the government does not make provision to meet the expenses of such an inspection, and inspection is entirely optional with the postmaster. It is all suggested for the good of the service. Mr. Thompson will make his report to the department as soon as he returns.

Ross Block Sold.

D. C. Bryan yesterday transferred to the Indiana Investment and Savings Company the property known as the Ross Block, on the corner of Market street and the circle, for $81,000.

PERSONAL AND SOCIETY.

Dr. L. D. Waterman will leave to-day for the South. He will probably spend the winter in Mexico.

Mr. and Mrs. Wm. Friedland and family left yesterday for New York, and Saturday they will sail for Germany to visit relatives for six months or more.

Maurice Templeton, of the Big Four office, and Miss Forence Stockdale, also of this city, were married at Rushville yesterday, by Rev. Dr. Forde, in the parlors of the Grand Hotel.

Miss Holmes gave a very pleasant informal chocolate yesterday afternoon, from 2 to 4 o'clock, in honor of Miss Ida Brown, of New York city. Miss Holmes was assisted by her sisters in entertaining.

Mr. Edward Baxter Perry, the pianist, of Boston, will give a lecture recital at the School of Music next Monday evening. His programme includes compositions of Schubert, Chopin, F. Dewey, E. B. Perry and Liszt.

The Minerva Circle met yesterday afternoon with Mrs. Stella Anderson at her home on North Delaware street. The subjects were "The Cambridge Scholars '37 and '61," by Mrs. Anderson; "Lowell and His Works," by Mrs. W. T. Brown; "Other Writers of the Period," Mrs. Charles D. Johnson. The leader of the conversation was Mrs. William Griffith.

MASSEY—SPEER.

Yesterday morning, at half past 10 o'clock, at the cozy home of Rev. and Mrs. J. K. Speer, on Ruckle street, occurred the marriage of their daughter Grace Julia and Mr. William D. Massey, of Springfield, Mo. To the wedding were bidden only the relatives and a few friends to witness the ceremony, which was performed by Lieutenant-governor Chase. The rooms were tastefully decorated with flowers and plants appropriate to the occasion. The bride wore a handsome traveling suit of gray broadcloth and carried a bouquet of roses. After the bedediction, the congratulations were offered, and then the company were served to breakfast. The only guest from out of town was Mr. Thomas Scudder, who accompanied Mr. Massey from Springfield. Mr. and Mrs. Massey left yesterday for St. Louis, where they will spend a few days before going to Springfield to reside permanently.

HARE—RITZINGER.

The marriage of Miss Marie Ritzinger, daughter of Mrs. Myla F. Ritzinger, and Mr. Clinton L. Hare, a prominent young lawyer, was quietly celebrated last evening, at 7 o'clock, at the family residence, No. 102 North Alabama street. Rev. N. A. Hyde, an uncle of the bride, performed the ceremony. Mrs. Ritzinger and youngest daughter will leave in a few days for Europe, to be gone indefinitely, and Mr. and Mrs. Hare will occupy the home during their absence.

SCHERER—CULLIE.

At noon, yesterday, Dr. S. P. Scherer, of 581 South East street, corner Coburn, and Miss Allie Cullie, of 590 South East street, were united in marriage by the Rev. Levi Rees, at his home, 469 North New Jersey street. The happy couple left at once for Sharpsville, the Doctor's former home, for a short visit with relatives. They will be at home after Oct. 20, at 590 South East street. The ceremony was private.

HEMSTREET—BONFIELD.

Mr. Frank Hemstreet, formerly of this city, where he was well known, especially in musical circles, was married yesterday to Miss Bonfield, of Kankakee, the wedding taking place at the bride's home. Mr. E. W. Vance accompanied Mr. Hemstreet from this city.

KLEPPER—CHILDS.

Miss Pearl Childs and Mr. Wm. Klepper were married very quietly at noon yesterday, and went at once to Mr. Klepper's home, on Dorman street, where a large reception was given last evening.

PICKETT—VAN SICKLE.

Special to the Indianapolis Journal.

CRAWFORDSVILLE, Ind., Oct. 14.—This evening, at 8 o'clock, at the home of I. N. Van Sickle, occurred the marriage of his drughter, Miss Jessie Van Sickle, and Walter Pickett, the officiating clergyman being Rev. J. W. Greene, D. D. The music for the occasion was the "Lohengrin Wedding Chorus," the singers being Misses Alma McClure, Matie Martin and Maggie Morgan. The wedding was a brilliant affair. The bride and groom went to their own home, on East Wabash avenue.

CRECELIUS—BARTH.

Special to the Indianapolis Journal.

NEW ALBANY, Oct. 14.—Mr. Charles Crecelius, of Louisville, and Miss Julia Barth, of this city, were united in marriage this afternoon, at the home of the bride's parents, Mr. and Mrs. August Barth. Rev. David Van Dyke officiated. The bride is a member of one of the oldest and wealthiest German families of the city, while the groom is an active and popular young business man of Louisville. Immediately after the ceremony the pair left on a brief trip and on their return they will reside in Louisville.

MORGAN—PARKER.

Special to the Indianapolis Journal.

KNIGHTSTOWN, Oct. 14.—At 1 o'clock this afternoon a select company of friends and relatives congregated at the residence of Isaac Parker, southeast of this city, to witness the marriage of his daughter, Mattie Parker, and Mr. A. L. Morgan. Mr. and Mrs. Morgan left for Indianapolis, and after a short wedding trip will go to Zanesville, O., Mr. Morgan's old home, where they will reside.

FRANKLIN—MEEKS.

Special to the Indianapolis Journal.

MUNCIE, Ind., Oct. 14.—This morning, at 9 o'clock, Rev. C. U. Wade, of High-street M. E. Church, officiated in the wedding of Carl P. Franklin and Miss Lola Meeks. The ceremony was performed at the bride's home, with only the family and intimate friends present. After a wedding breakfast the bride and groom departed for Cincinnati.

ASSETS OF BYBEE & PRATT.

List of Personal Property Turned Over by Them to Mr. Lyman.

The schedule of the individual assignments of Addison Bybee and Julius F. Pratt, shows the transfer to Bement Lyman of the following property: One safe, one watch, and one watch and chain, 125 shares of "The B. S. B. company," of Dayton, O., 370 shares of the Indianapolis Wagon Company, one share of the Columbia Club, one share of the County Club, 208,272 shares of the American Wheel Company and ten shares of the Saline County Agricultural Society, of Eldorado, Ill. Of the number of shares in the American Wheel Company, 452 are on deposit in the Indiana National Bank to secure a loan of $14,000.

McDonald Memorial.

The memorial of Judge Niblack on the death of Joseph E. McDonald, together with the resolutions of the State Bar Association, were handed down to the Clerk of the Supreme Court yesterday to be spread on the records of the court.

The Court Record.

SUPREME COURT OPINIONS.

15273. James H. Wright et al. vs. David Charley. Harrison C. C. Affirmed. Coffey, J.—1. The courts will so construe a will, when not inconsistent with the intention of the testator, as to prevent the title to land from remaining contingent; and will, unless the contrary is manifest, consider the entire title as vested in those claiming under the will, rather than in abevance. 2. In a devise or bequest simpliciter to one person, and, in case of his death, to another, the words refer to a death in the life-time of the testator, the primary devisee surviving takes absolutely. 3. A devise of land in terms denoting that the primary devisee shall take a fee on the death of the testator, coupled with a devise over in case of his death without issue, the words refer to a death without issue during the life-time of the testator, and that the primary devisee surviving takes an absolute estate in fee simple.

15980. State of Indiana vs. Halleck Mathews. Harrison C. C. Reversed. Miller, J.—1. An affidavit and information may be filed in vacation, and the mere statement of the clerk, in the transcript, that they were filed is sufficient on appeal. 2. If a surviving partner, when engaged in the settlement of the partnership affairs as administrator embezzles the funds of his trust he is liable under an indictment for embezzlement. [R. S. 1881, Section 1952.

15747. David E. Simons et al. vs. William H. Simons. Allen C. C. Motion to dismiss overruled. McBride, J.—If exceptions are taken to an administrator's report, if the defeated party file his bonds within ten days after judgment rendered, he can perfect his appeal by filing a transcript in the Supreme Court within forty days after the rendition of such judgment. Although the administrator files no bond, he has forty days within which to perfect an appeal. 2. A brief filed containing a statement of certain facts alleged to be shown by the transcript, together with something by way of argument, is sufficient to prevent a dismissal under the rule requiring a brief to be filed by the appellant within sixty days after the transcript has been filed in the Supreme Court.

14793. The Brazil Block-coal Company vs. Charles E. Hoodlet. Clay C. C. Petition for a rehearing overruled.

APPELLATE COURT OPINIONS.

277. Ira G. Howe et al. vs. Susan C. Gregory, Executor. Tippecanoe C. C. Affirmed. Robinson, J.—1. Where a tenant, after the death of his landlord, holds over and recognizes the administrator or executor of the deceased as his landlord by the payment of rent accruing after the death of the deceased, he is estopped to deny the right of such administrator or executor to collect any rent thereafter accruing and unpaid. 2. Where one claims to be the lessor, and the person in possession acquiesces in the claim and pays rent, the presumption is that the relation of landlord and tenant existed, and this presumption prevails unless overcome by countervailing evidence.

287. Board of Commissioners of Rush County vs. Ulysses D. Cole. Rush C. C. Reversed. Reinhard J.—An attorney cannot recover from a county pay for services rendered by him for the petitioners in a proceeding for a free gravel-road, under Revised Statutes 1881, Section 5061.

136. Lewellyn J. Coppage, Administrator, vs. Charles H. Marshall. Montgomery C. C. Dismissed by appellant.

298. Micajah Chambers vs. Rachel A. Cox. Grant C. C. Affirmed. New, C. J.—Where one is employed in the service of another for any period of time, the law implies a promise to pay. And where one accepts and retains the beneficial results of another's services, the law will imply a previous request for the services and a promise to pay for them. The presumption that the services sued for were rendered under an implied promise of payment may be rebutted by evidence, that the relation between the parties was such as to exclude the inference that they were dealing on the footing of contract.

335. Michael C. Kreag vs. Frederick Authors. Hamilton C. C. Affirmed. Crumpacker, J.—1. There are many things common in legal proceedings which a jury may be presumed to know, and every remote hypothesis need not be guarded against by instructions. 2. Where the charge is that the defendant seduced the plaintiff's daughter and all the evidence is to that effect an instruction that "the defendant is not liable for the seduction of said daughter by any other person than himself," asked by the defendant, may be refused.

264. Union Civil Township vs. Alonzo Berryman. Montgomery C. C. Reversed. Black, J.—1. A township is not liable to an adjoining land-owner, through whose land a highway runs and along which it so negligently constructs a ditch that water stands, causing sickness to himself and family and injuring his adjacent lands. 2. In such an instance the road supervisor is not the servant or agent of the township in the performance of its ministerial duty as a corporation, so as to render it liable.

SUPERIOR COURT.

Room 2—Hon. James W. Harper, Judge.

Joseph R. Myers vs. Lake Erie & Western Railroad Company. Cause dismissed.

John W. Kidwell vs. Christ. F. Rafert. Damages. Dismissed by plaintiff after evidence was heard.

Delia Abbott, Administratrix, vs. Lake Erie & Western Railroad Company; damages. On trial by jury.

Enoch H. Moore vs. O'Banion Babbitt; account. Dismissed.

Room 3—Hon. Lewis C. Walker, Judge.

Stoughton J. Fletcher vs. David C. Bryan; note. Judgment against defendant for $675.10.

Grace L. Futter vs. William M. Futter; divorce. Divorce granted plaintiff, on grounds of abandonment.

Albert Robinson vs. Mary E. Robinson; divorce. Granted, on grounds of adultery.

New Suit Filed.

David Fields vs. Mary C. Jackson; account. Demand, $150.

CIRCUIT COURT.

Hon. Edgar A. Brown, Judge.

William Roberts vs. Oliver W. Voorhis et al.; to quiet title. New trial granted defendants.

Patrick Mahoney vs. the C., C., C. & St. L. Railway Company; damages. On trial by jury.

Frederick Webster was, on motion of John S. Duncan, admitted to the bar.

The office of constable held by James A. Sloan was declared vacant and the bondsmen released.

New Suits Filed.

Mary S. Kingery vs. Martin V. Kingery and Citizens' Street-railroad Company; support of wife and children.

Martha Thornton vs. William Thornton; divorce and restraining order.

McCullough Branghton vs. William H. Bartheniek and Olaf R. Olsen; account. Demand $300.

CRIMINAL COURT.

Hon. Millard F. Cox, Judge.

State vs. Thomas Lyons and Frank Lyons; burglary. Tried and found guilty, but judgement withheld.

State vs. Ed Sullivan; grand larceny. On trial by court.

KILLED BY EXPOSURE.

New-Born Babe Left in a Dry-Goods Box to Die—Its Parentage Unknown.

The body of a male babe was found yesterday morning in a dry-goods box in front of Murphy, Hibben & Co.'s store on South Meridian street. It was still warm, though life was extinct, showing that it had been left there after the rain, between 5 and 7 o'clock. It was wrapped in a cloth and a newspaper. Powers & Blackwell took charge of the body, and yesterday afternoon Coroner Manker made a post-mortem examination. He found that the child had been born alive but a few hours before, and had been allowed to bleed to death. It was a healthy, well-developed baby. The body was buried in the potters' field by county undertaker Girton. There is no clew to the parentage of the child, nor to those responsible for its death.

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