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THE Democrats in Congress could not do President Harrison a greater service than by giving him a chance to veto free silver coinage.

THE worker who places the greatest number of sound Republican papers where they will be regularly read is the man who is doing his party the best service.

SENATOR SHERMAN'S credentials were signed by William McKinley, jr. The reading of his name as Governor of Ohio caused the Democrats in the Senate to squirm.

THE veteran who sent the Journal the Harter circulars, noticed elsewhere, writes that "the veterans are not afraid that pensions will be paid in depreciated currency while Harrison is President." And he is correct.

ABOUT two hundred moonshiners, including prisoners and witnesses, are now in Louisville awaiting the disposition of their cases by the United States court. It is astonishing what risks men will take for the sake of dealing in crooked whisky.

IT is very evident that the anti-snap convention meetings in New York and Brooklyn, despite the high character and influence of the leaders in them and the enthusiasm which characterized them, have not affected general Democratic sentiment in New York.

IN Rhode Island the Cleveland Democrats have actually stolen a march on the Hill people by holding primaries before the calling of the convention to choose delegates to the national convention. This method holds over the "snap" device by a large majority.

THE New York Times remarks that Senator Brice's alleged alliance with McLean, of the Cincinnati Enquirer, and his leaning toward Hill, "threatens to destroy his popularity, such as it is, in his own State." To which State of Senator Brice does the Times refer?

IT is a source of gratification to see those Eastern papers which went wild with ecstasy over the election of the present House now allaying the fears of their readers regarding free silver coinage by remarking that there is no danger from it with President Harrison at the other end of the avenue. The faith of the Cleveland mugwump in the President is as firm as that of the Hoosier veteran.

THE Democratic Philadelphia Record, in speaking of the free-coinage men in the House, says "it is most fortunate for the country that their power for mischief is not commensurate with their will." In other words, the financial safety of the country is assured by the opposition of a Republican Senate and a Republican President to the free silver majority in the House. A good many Democrats are quietly rejoicing, these days, because their party has not control of all branches of the government.

THE Democrats in Congress are making all sorts of side attacks on the pension system. One of the latest is a resolution introduced by Representative Dickerson, of Kentucky, to cut off from the pension rolls all employes of the government, and all State and municipal officers who receive from their employment enough to support them without their pensions. All these attacks are made under the pretense of economy or of better serving those who are entitled to pensions, but their true animus is apparent. They aim to cripple the pension system.

A DEMOCRATIC exchange cautions the party press against its disposition to traduce its own leaders, and observes sagaciously that it is not enough to say that all will be united after the nomination. "A paper," it says, "which fills its columns with attacks on Hill until the convention cannot enthusiastically support him afterwards, or, if it does, will have no influence on its readers." This is a wise warning, though it comes rather late. It seems evident that if the Democratic nominee is not Hill himself it will be Hill's man, and the papers now rashly abusing him will be in a sad position for party organs.

REPRESENTATIVE DAVIS, of Kansas, has introduced a bill in the House prohibiting the use of railroad and other passes and of telegraph franks by members of Congress and the judiciary. It provides that before any installment of salary falling due to any one of the aforesaid officials is paid he shall certify that during the period for which such installment of salary is due he has not traveled in the United States over any railroad or by any of certain specified public conveyances, nor transmitted messages by telegraph in the United States at less rates than are paid by the general public for like service. In case of failure to make such statement the installment of salary that would otherwise be payable to him shall be forfeited and remain forever unpaid. This is a good bill, but it stands about as much chance of becoming a law as the Democratic majority in Congress has of going to heaven in a chariot of fire.

THE APPEAL OF A FRIGHTENED STATESMAN.

The Journal has received from a patron in a neighboring county an envelope upon the upper left corner of which is printed in red ink:

Postmaster! Please see that there is not a moment's delay in the delivery of this letter to —

Down in the center of the envelope is the address, "The Commander of the G. A. R. Post, No. —," also in red ink. The words requesting immediate delivery are also underscored, so that with red ink, exclamation points, underscoring and language, the effect of the envelope is startling, and, as it bears the stamp of the Washington postoffice and the date of St. Valentine's day, the recipients of thousands of such letters must open them with mingled emotions of surprise and expectancy. The contents, however, must have been disappointing to many at first sight; but the more they are considered the more important they must appear. The larger half sheet is dated at the House of Representatives, addressed "To Commander of Post, Grand Army of the Republic!" in large and black letters, and has the name of "Michael D. Harter, Fifteenth Ohio district," at the bottom as the author. The larger circular Mr. Harter begins as follows:

A movement is now on foot which will work more injury to the veteran soldiers of the United States than all other influences which can be marshaled or brought together.

"Marshaled or brought together" is a very emphatic phrase. "Marshaled" is so much of a collective word of itself that it would seem unnecessary to add force to it by adding "brought together." In fact, when "marshaling" is well done, there is not much left to be "brought together," but doubtless the magnitude of the prospective injury warrants the piling up of figures of speech. Mr. Harter then proceeds as follows:

I allude to the proposition to give to 371¼ grains of silver a legal-tender value of 100 cents. It is called free coinage. This amount of silver bullion is worth less than 70 cents, and, owing to the rapid increase in the production of silver, it is not unlikely to fall until the value of 371¼ grains of silver will be less than 60 cents. This simply means that if a free-silver bill becomes a law, a veteran who now gets a pension worth to him $4 a month would receive actually but $2.80.

Mr. Harter goes on with other statements showing the extent of the injury which a free-silver law would inflict upon the pensioned veteran, his widow or his feeble parents. Again addressing himself to the commanders of Grand Army posts, he says:

It would appear to be a duty which you owe to them [the pensioners] and to the cause of humanity and justice, that you should write or telegraph at once to your member of Congress and to the Senators who represent you here, to oppose this scandalous measure of class legislation. It will be no waste of time or money if you both telegraph and write, nor should an hour's time be lost by you in so doing. I would suggest that you personally telegraph and write first, and that you then call a meeting of the post and take prompt official action.

The smaller circular in red ink is yet more urgent. It remarks that the coinage question is not one of party politics, that it rises above partisanship because the honor of the country is at stake. Proceeding, Mr. Harter exclaims:

The country's good faith, not only to its living soldiers, is brought in question, but if a so-called free-coinage bill becomes law the widows and orphans of the Nation's dead will be robbed by the laws of the land they died to save. The law would work a monstrous wrong, for from the moment it goes on the statute book it represents over $45,000,000 a year taken from ex-soldiers, their widows and orphans.

This startling statement, with the figures in staring, full-face type, is followed by another appeal to post commanders, to the effect that "your personal remonstrance by telegraph ought to reach your Congressman and Senator within forty-five minutes after you read this letter." Such language as this, aside from the neglect to observe ordinary rules of grammar, shows how desperately in earnest Mr. Harter is.

And who is Michael D. Harter, M. C., of Ohio? "A Republican," some one will declare, "trying to use the Grand Army for political purposes and to turn the veterans against the free-coinage bill," which the Democratic Bland committee has reported to the House and upon which that body must pass at an early day. Mr. Harter is nothing of the sort. He is a Democrat—in fact, a Democrat of Democrats, being a member of the Cobden Club of London, and proud of the fact—a Democrat who has "used voice and pen" in behalf of free trade for many years. Mr. Harter has the sense to see that the passage by the Democratic House of the free-coinage bill, which stands at the head of its calendar, will, in all probability, lose the Democratic presidential candidate the States of New York, New Jersey and Connecticut. He wants post commanders to telegraph "in forty-five minutes" after reading his circulars, because the House is forcing the Bland bill, and he hopes that the Grand Army in Indiana will deter Bynum, Parrett, Bretz, Brown, Cooper, Martin, Shively and other Democrats, pledged by their State and district platforms in 1890 to vote for a free-coinage bill, from keeping their promises. He, a Democrat, who was not in the army, proposes to use the Grand Army of Indiana and of the North generally to frighten Western Democratic Congressmen in order to save the organization from disaster next November. That is what Mr. Harter is trying to do.

While it is probable that Mr. Harter has overestimated the extent of the depreciation of the purchasing power of money if the country should be forced to a silver basis, there is no question that it would be considerable, and that the panic resulting from the change would amount to a calamity. Nevertheless, it is a Democratic measure, indorsed by the Democratic State convention in Mr. Harter's own State last summer, and demanded by every Democratic State convention in the West and South in 1890. It is before a Democratic House pledged to pass it by the action of a Democratic committee, and if that House is forced to a vote on the bill four-fifths of the Democrats will vote for it. With a Democratic Congress and President, if he were any man now spoken of except Mr. Cleveland, the free-coinage bill would be a law in forty days. No intelligent man now fears it, because Benjamin Harrison is in the White House. But while the free-coinage bill is not an impending danger, the opinion of an intelligent Democrat in Congress that it is "a scandalous measure" and "a monstrous wrong" should be remembered.

FOOD FOR THOUGHT.

A little pamphlet written by Hon. Thomas H. Dudley, formerly United States consul at Liverpool, presents some facts and figures which furnish considerable food for thought. They are not new, but Mr. Dudley's manner of presenting them is striking. He says that in 1861, the British census year, the population of the United Kingdom was 28,927,485. In 1890, the American census year, the population of the United States was 31,443,321, or a little more than 2,500,000 in excess of the British. Thirty years later, in 1891, the United Kingdom had 37,740,283 people, and in 1890 the United States had 62,869,286, or more than 25,000,000 in excess of the population of Great Britain. The figures show that while the population of Great Britain increased 33 per cent., that of the United States increased 100 per cent. How is this to be accounted for?

In 1860 the wealth of the United States was estimated at about $16,000,000,000, and that of England at about $30,000,000,000. In 1890 our wealth was computed to be over $60,000,000,000, and that of England about $40,000,000,000. In other words, while the wealth of England was increasing 33 per cent., that of the United States increased 400 per cent., in spite of our destructive civil war. How is this to be accounted for?

In the fifteen years from 1876 to 1890 the balance of trade against England in her dealings with other nations was $7,773,432,432. In the same period the balance of trade in favor of the United States was $1,650,445,146. How is this to be accounted for?

These facts show that there is some fundamental difference in the economic conditions and policies of the two countries, owing to which the population, wealth and trade of the United States are increasing in a much more rapid ratio than those of Great Britain. If this is not owing to the difference between protection and free trade, what is it owing to? At all events, as long as we can continue to distance England in the race of prosperity, would it be wise to exchange the policy under which we are doing that for the policy under which she is falling behind?

TYPHUS FEVER.

Typhus fever was a term formerly used interchangeably with typhoid, but it differs from that disease in several respects. It is more difficult to control, and is more contagious than typhoid. It originates in crowded tenements or on shipboard, where immigrants are huddled together in cramped and unventilated quarters, the cleanly and the filthy together, with no proper sanitary protection. But although it is a filth disease and is likely to develop in the slums, it may be contracted by those enjoying the most healthful surroundings through chance contact with infected persons. The carelessness shown by the sanitary inspectors at New York in permitting the diseased immigrants to pass them cannot be too severely condemned. It is commonly thought by the public that such matters are carefully watched and suspected passengers quarantined, but the number of these typhus-fever patients who have been allowed to go free and scatter themselves about the country leads to the suspicion that the inspectors are overly anxious not to cause the steamship companies the expense of quarantine. The congressional committee of investigation should lose no time in looking into the matter and laying the responsibility where it belongs.

FREE-TRADE OBJECTION TO CHINESE EXCLUSION.

The Indianapolis News seems not to be pleased with the Sherman bill to exclude Chinese from the United States. It is more drastic than the present measure, it says, and will give the Chinese a pretext to sever entirely the somewhat strained relations that already exist between China and the United States, and in view of its features it is absurd for us to marvel at the hostility exhibited toward our own citizens who obtrude themselves into China. As for the hostility which has recently been exhibited, it has extended generally to missionaries, as Chinese cartoons show, while other demonstrations of violence toward Americans have extended alike to all foreigners and were those of mobs hostile to the government. Ex-Minister Young, who knows as much of the desires of the Chinese government as any man in this country, has asserted that those high in authority do not wish to have the natives of the empire seek other lands. As a matter of fact, our relations with China are not so "strained" as to prevent the increase of our trade in cotton cloths from 27,000,000 yards in eleven months in 1890, to 76,000,000 yards during the corresponding period of last year. And yet the hostility of the News to the exclusion of the Chinese is a most logical sentiment. It believes in its right to buy in the cheapest market, whether it wants cheap products or cheap labor. The Chinese are the cheapest laborers outside of India. They are the survival of the fittest, because all Chinese of weak constitutions die in childhood. They can subsist on food upon which an American laborer would starve. Where they come in contact with American labor, so as to compete, the latter disappears. Open our ports to the Chinese and they would supersede all other hired labor on the Pacific coast in a few years, because it is cheaper. The free-trader claims the right to purchase the cheapest labor as well as the cheapest coat in the world. Indeed, below a certain figure, cheapness in coats is cheapness in labor. Then the Chinese are an imitative people, and ere long they could be taught to run street-cars, and thereby enable the special monopoly of which the News is the champion and defender to secure a cheap and docile working force. But the Sherman bill stands between American labor and the labor which all-round free trade would introduce. Hence the soreness of the News.

AMERICAN CORN IN EUROPE.

An esteemed friend of the Journal asked a few days ago why the government did not do something towards introducing American corn into Europe. He thought it would be a good thing for the administration to take hold of, and, besides rendering a public service, the administration could benefit itself by gaining the credit of opening a new market for the great American cereal.

The administration has done and is doing the very thing suggested. The subject of introducing American corn into Europe has engaged the attention of the Secretary of Agriculture from the very beginning of the present administration, and he has been untiring in his efforts to accomplish it. These efforts have been intelligent and well directed. With the approval of the President and the co-operation of the Department of State, all our ministers and consuls abroad have been instructed to exert themselves in calling the attention of foreign peoples to the value of Indian corn as an article of human food, and to open the way for its use. The accomplishment of this is a work of time and labor. Until recently foreign peoples have known very little, almost nothing, of our corn as an article of human food. Our wheat they knew very well, but not our corn. These people are very conservative and hard to change. They are slow to adopt new ideas or habits. Moreover, the ruling classes and the press of European countries have fostered a prejudice against American products which is not easily removed. But, notwithstanding these difficulties, the work of introducing corn in Europe is making good headway. Far more has been accomplished in that direction during the present administration than in all the previous years before. Official statistics recently published show that during the fiscal year 1891 there were $787,692 worth of corn exported, while this year the exports of corn during the month of January alone amounted to $7,590,967. That this enormous increase is largely due to the efforts of the Secretary of Agriculture there can be no doubt. Not only has he secured the co-operation of our foreign ministers and consuls, but he has employed a special agent to go from place to place in Europe, and through the press and by other agencies inform the people in regard to the merits of corn. This agent is an enthusiast on the subject and thoroughly acquainted with all its phases. He is able to cook the different preparations of corn and show the people how to use them. He holds public meetings and lectures on the subject. He gives receptions and introduces dishes made of corn. This work is beginning to tell. The result is seen already in the large increase in the exportations of corn, and will, no doubt, be still more manifest in the near future.

IT is not a pleasant fact to record that the indications point to another strike of the street railroad employes. The Journal has already expressed its opinion as to the unwisdom of such a step so far as the men are concerned. That they could succeed in tying up the road for several days to the serious loss of the company and the great inconvenience of the public is undoubtedly true, but it is very questionable if they could succeed in carrying their main point. If the Journal believed they could carry their point in a reasonable length of time by a simple strike and without violence it would advise them to do it, for they have better ground for striking now than they had before. Since the arbitration the president of the road has not treated them fairly, and while he may not have violated the letter of the decision of the arbitrators, he certainly has not observed its spirit. The recent discharges of men for trivial offenses show a disposition to draw the line against individuals, which savors of vindictiveness, if not of tyranny. Yet we cannot but think that a strike would be unwise, and that the men had better bide their time for some better mode of settlement. They could not make their strike effective without violent interference with the rights of others, and that could not be defended or tolerated.

MR. GEORGE W. SHANKLIN, writing to the Evansville Courier from Washington, presents some breezy observations on the presidential outlook from a Democratic stand-point. Of Hill and Gorman he says:

Both of them hold in supreme contempt convictions of any kind except the ruling one with their class, that the end justifies the means. Neither of them would scruple at any act, if it may be justified within the forms of law, that would win party success, and neither of them deems party success worth striving for that does not bring to them the means, in the form of public patronage, to strengthen their own following and advance their own ambition. To be a Democrat with them is to use the Democratic party to exploit themselves, and whether Democratic success means tariff reform or protection, free coinage or monometallism, is a matter of no concern to them, provided Democratic success floats them on the top of the wave and places in their hands the means to extend and enlarge their personal power.

For a Democrat that is not bad. Mr. Shanklin thinks Hill has killed himself and that he will be able to kill Cleveland unless the Democracy outside of New York can nominate and elect him without the aid of that State. On the whole, the Democratic family does not seem to be a very happy one at present.

IN his report in favor of free silver coinage Mr. Bland repelled the idea that anybody would be compelled to exchange gold for silver or could possibly lose anything by the substitution of silver for gold. It is true that the law could not compel any person to accept a silver dollar for a gold one, but by making the silver dollar legal tender all creditors, all wage-earners and all persons to whom money payments are due would have to take a seventy-cent instead of a one-hundred-cent dollar. Under the provisions of Mr. Bland's bill not only the United States, but every State, every county, every city, every township, every school district, every railroad, every bank, every insurance company may purchase silver bullion, and with every one hundred dollars' worth of it obtain from the mint 130 legal-tender silver dollars and pay off their creditors with it. This is, in effect, a compulsory substitution of silver dollars for gold dollars, with a profit to the debtor of 30 cents on every dollar. As for the mine-owner, he would have a still bigger bonanza. He would not have to buy his bullion, but, digging it out of the earth, he would be entitled to have it coined and stamped by the government at the rate of $1.30 for every dollar's worth of silver.

AFTER the anti-snap-convention meeting in New York the Sentinel remarked as follows:

If Senator Hill's committee ignores the request for a postponement of the State convention it will assume a grave responsibility and expose the Democratic party, not only of New York, but of the entire country, to a serious and wholly needless peril.

By this time the Sentinel has observed that Hill, Murphy, Croker, McLaughlin and others have held a midnight conference and decided the question for the committee. Indeed, it was never a question, and those persons must have been very verdant who imagined it would be. Therefore it is fair to assume that the "peril" which the Sentinel saw is as "serious" as it was a week ago.

SENATOR WOLCOTT, of Colorado, says in an interview, at Denver:

Only one who has lived in Washington most of the time since Harrison's inauguration can understand the baneful influences that are constantly coming from the White House to hamper or defeat every effort made by the free-coinage men for the betterment of the status of silver money.

This is another way of saying that only one who has lived in Washington most of the time since Harrison's inauguration can understand how strongly his influence is felt against the adoption of a policy that would drive gold out of the country and compel the people to take seventy-cent dollars in order to enrich the silver mine-owners.

A FEW years ago Oscar Wilde came to this country and made a pile of money by attitudinizing before the public as an apostle of sweetness and light. His so-called lectures were as many bushels of chaff to a grain of wheat, yet people flocked by thousands to hear him. Now the country is pestered by a number of peripatetic people, men and women, who profess to expound the principles of "Delsartean culture." A hard-headed Scotchman who was once asked what metaphysics was responded, "When a man talks what nae body understands, and what the man himself does nae understand, that is meetapheesics." This definition would apply with very little alteration to the Delsartean cult. But because it is an empty name without any relation to any practical subject people think it must possess value, and flock to hear its peripatetic expounders just as they used to flock to hear the long-haired Oscar Wilde. The late lamented Barnum was right: the world loves to be humbugged.

SIR EDWIN ARNOLD made his last appearance before an American audience, before starting for Japan, in New York, on Monday. On this occasion, before concluding his reading programme, he made some remarks in which, after referring to his kind reception and treatment in this country, he said:

I came to America her friend, I go away her champion, her servant, her lover. I have the deepest conviction that the future history of the human race depends for its happy development upon that firm and eternal friendship of the great Republic and of the British empire, which is at once so necessary and so natural. Resolve on your side of the Atlantic, along with us who know you on the other, to allow no ignorance, no impatience, no foolish passing passion to shake that amity. The peace and progress of the earth are founded upon it, and those who would destroy it are guilty of high treason against humanity. Accept, I pray you, and allow me to express to others through this large and representative assemblage, the sincere gratitude I feel for the unbroken goodness, the incomparable patience, the quick appreciation and the "sweet reasonableness" which I have met with universally among American audiences.

THAT perennial nuisance, Mrs. Frank Leslie, is parading herself before the New York public again. This time she denies a rumor—originating with herself, no doubt—that she has become divorced from Mr. Wilde, whom she lately married. She has merely resumed her name of Leslie for business purposes. When Mr. Wilde has gained a name as great as her's she will take his, but not till then, with more twaddle of the same sort. Mrs. Leslie is a notoriety-seeking, loud, coarse-minded person, and the New York newspaper fraternity deserves commiseration because of her persistence in hanging on to the outskirts and discrediting worthy people.

To the Editor of the Indianapolis Journal:

1. What reason was assigned for the demonetization of silver in 1873? 2. Was the Legislature which passed the Baxter temperance law Democratic? J. H. P.

1. At the time silver was demonetized the bullion in a silver dollar had, for forty years or more, been worth more than the gold bullion in a gold dollar. No silver dollars of any consequence had been coined for years, and only 8,000,000 during the existence of the mints. The silver dollar had become obsolete. The coinage laws were being revised, and as the gold and silver dollars had different values in the market as metal, and as other countries were adopting gold as the unit of value and legal tender, the law dropped the then higher-valued silver dollar from the coinage. At that time neither gold nor silver was in circulation, but depreciated paper. There was no demand for silver coinage until the fall in the price of silver bullion. 2. No; the Legislature passing the Baxter law was Republican.

To the Editor of the Indianapolis Journal:

Are those who run stationary steam engines required to have licenses by the laws of Indiana? READER.

No such law can be found, though they exist in other States.

To the Editor of the Indianapolis Journal:

What was the total cost of the United States war ship New York when ready for sea? J. H. L.

The New York is not ready for sea yet, but the contracts call for $4,038,000.

Only Give Them Rope.

Terre Haute Express.

Now it is said Congressman Jason Brown will move in the House an investigation of Judge Woods's conduct if the Senate confirms his nomination. Perhaps he will. No Republican will fear the effect. The fight on Judge Woods, from a political stand-point, is in the line with many events that will make sure the electoral vote of this State for the re-election of President Harrison.

A Suggestion.

New York Recorder.

Harrison and Tracy is the latest couplet that rumor brings from Washington. Well, there's nothing the matter with that ticket.

STRONG COMPETING COMPANY

Ex-President Shaffer and New York Capitalists in the Street-Car Field.

They Have Taken Up the Old Broad Ripple Rapid Transit Enterprise and Promise the Citizens' Company a Hard Fight.

Franchises Which Had Been Withdrawn Renewed by the Commissioners.

Pointed Charges Made in a Petition and Speeches Before the Board—Nature of the New Electric-Line Contract.

NEW STREET-CAR COMPANY.

Mr. J. C. Shaffer and New York Capitalists Go Into the Broad Ripple Scheme.

From what occurred yesterday it appears that events are now shaping themselves for an active and moneyed competitor to enter the field against the Citizens' street railroad. It seems that the reorganized Indianapolis & Broad Ripple Rapid-transit Company, which has, at intervals, been laughed at and at other times treated like a spoiled child, during the past year, is to be the means of introducing a competing system. The reorganization was effected about two weeks ago, and Mr. R. L. Belknap, of New York city, a reputed capitalist, is the new president of the company. While Mr. Bosson is still interested in the company Dr. Light is the only officer of the old company who continues to hold an official position with it.

The new president of the company has associated with him two or three other New York men, who are already largely interested in street-railroad enterprises in New York, St. Louis and other cities. The negotiations between Dr. Light and Mr. Belknap began about three weeks ago, and resulted in the latter submitting a proposition to the effect that if the franchises could be secured and the Broad Ripple company would agree to give him (Belknap) a controlling number in the directory that he would assume the responsibility of building the road. The proposition was accepted upon the condition that the franchise could be secured after Mr. Belknap had sent an expert to this city to examine thoroughly the situation. The New York people will have three of the five directors. A Journal reporter was informed by a member of that company that in all probability the Edison General Company, the former contractor, will build the road. It is said that Mr. Belknap and President Villard, of the Edison company, are neighbors and are interested together in various financial enterprises.

Hardly had the street-railroad crowd begun to gather in the commissioners' court yesterday morning than it became known that ex-President J. C. Shaffer, who is still a director of the Citizens' company, was interested in the new company, and in the event of the franchise being granted he would become its resident manager in all probability. Mr. Bosson, Dr. Light and attorney Spencer were each asked if there was any truth in the report, and each maintained a significant silence upon the subject.

Mr. Shaffer and Mr. Belknap are very good friends and if, as is expected, the road materializes Mr. Shaffer will represent President Belknap's interests in the enterprise.

Yesterday Mr. Shaffer received a telegram from Mr. Belknap stating that he was on his way to this city. He reached here early in the afternoon and was met at the depot by Mr. Shaffer who took him carriage riding over the city.

Mr. Shaffer, while a director of the Citizen's company, has not received treatment since his retirement as president that has been calculated to imbue him with a very kindly feeling towards that corporation.

A Journal reporter called upon Mr. Shaffer, at his residence, last evening. "Mr. Belknap," said Mr. Shaffer, "will be here in a little while and you will have an opportunity to talk with him. We looked over a part of the Broad Ripple electric line this afternoon, the city end of it. The line, as heretofore described, will start at the corner of Washington and Delaware streets, goes north on Delaware to New York, east to East, north to Cherry, east to Bellefontaine, north to Fifteenth, west to Central avenue, north to Thirtieth, thence to the fair-grounds, and thence on to Broad Ripple. These gentlemen from New York have asked me to take an interest with them in the road, but thus far I have not a dollar's worth of stock in it, and have not pledged myself to take a dollar's worth. I am interested with them in other street-railroad enterprises, and as I am a resident here they are desirous to have me associated with them in the Indianapolis and Broad Ripple venture. I do not know what Indianapolis men will be interested with them. Mr. A. L. Mason has been retained as their legal adviser, I believe."

Shortly afterward the reporter met Mr. Belknap, who was in company with Mr. Shaffer at the latter's residence. "We propose," said Mr. Belknap, "to go ahead with the road if the franchise is all right. If it had not been granted to-day I would have turned on my heel and gone away—wouldn't have bothered with it at all. Of course this matter will have to be submitted to our lawyers, who will decide whether we can operate a road under the charter. Our associates are men of large experience in street railroad matters and have no intention of accepting a franchise which is not thoroughly satisfactory to them."

The reporter here asked who were in the company. He had no desire to occasion any distress, but the question created some confusion. He was told that Mr. Bosson was not in it but that the probabilities were that Dr. Light was still in. Mr. Gold, of New York, who accompanied Mr. Belknap to this city, is not in the company, but is here en route to Michigan. Mr. Belknap says his New York associates in the enterprise are Wm. G. Thompson and W. P. Stevenson. The reporter ventured to ask the amount of capital that these gentlemen could put into an enterprise of this kind, and was informed (not by Mr. Belknap) that fifty millions was a mere bagatelle to the capitalists who were ready to embark in the Indianapolis and Broad Ripple rapid-transit line.

"If everything is satisfactory," said Mr. Belknap, "and we accept the franchise, we can finish the road the entire length by the first of August. We came to Mr. Shaffer because we have business relations with him in the East. We not only wanted to get him interested in this road but to get his judgment as to the practicability of it. If the road is built you may be assured that it will be done in first-class style."

Mr. Belknap, who is accompanied by his wife, will leave for New York this afternoon.

BEFORE THE COMMISSIONERS.

Petition That Makes Interesting Reading—Franchise Granted.

From 10 o'clock yesterday morning until 4 o'clock in the afternoon the office of the County Commissioners was a place of crowded activity. It was the time set for hearing the Broad Ripple people in their plea for a grant of right of way outside the city limits over certain streets, and before noon considerable sensationalism had been crowded into a short space of time. The Indianapolis & Broad Ripple Rapid-transit Company was organized about one year ago. Since then its career has been tempestuous.

The company petitioned the County Commissioners for and was granted a short time ago a right of way over certain streets, from the city limits to the new State fair grounds, upon the condition that a certified check for $10,000 should be deposited by March 7, as an earnest that the road would be built. Before this petition was filed the Broad Ripple company had petitioned the Board of Public Works for a revival of its franchise inside the city limits and upon the advice of the city attorney it had been granted.

FRANCHISE WAS RESCINDED.

About a week ago the commissioners, without any notification, rescinded their action upon the representation of persons claiming to represent the State Board of Agriculture, that their former act was calculated to exclude competition. The Broad Ripple people and their attorneys held that this latter action of the commissioners was not legal, and that if the check for $10,000 was forthcoming by March 7 they would be in duty bound to ratify the contract. In the meantime it began to be whispered about that the commissioners had yielded to the seductive blandishments of the Citizens' company by its best friend, Mr. John Frenzel, and were about to give that corporation the franchise asked for by the Broad Ripple company. Everybody connected with the commissioner's court, however, claim that Mr. Frenzel has not yet petitioned for a franchise over streets outside the city, notwithstanding the fact that he has been hovering about the court-house with an omnipresent hover for the past week.

Yesterday morning the delegation that bore down upon the commissioners was quite large, and its numbers were frequently augmented by fresh arrivals. Dr. Robert C. Light headed the Broad Ripple contingent, which included Joseph H. Ferguson, Joseph H. Campbell, Courtland Blue, Allen Blue, B. J. White, James Hoffman, Frank Hoffman, John S. Ferguson, Charles Flolander and Charles Fostran. It numbered about twenty-five. About forty members of the street-car brotherhood were also present, together with representatives of other labor organizations, headed by Tom Gruelle. The brotherhood men lost no time, but began active work in the interest of the petitioners. They buttonholed the commissioners individually and collectively, and Tom Taggart came in for a good share, as it is well known that he has considerable influence over the commissioners' court. William Bosson, president of the old organization, was also there, while Augustus L. Mason and Van Vorhis & Spencer, the Broad Ripple attorneys, came prepared for the fray. The petition filed with the commissioners yesterday morning was prepared by attorney A. L. Mason and is quite long. It recites in detail all the vicissitudes to which the Broad Ripple company fell heir immediately upon its birth and states the present object of the company. It reads:

THE BROAD RIPPLE PETITION.

For some years a necessity has been felt, growing constantly more urgent, among the residents and property-owners in Marion county in the vicinity of the town of Broad Ripple and in the territory lying between Indianapolis and Broad Ripple, for rapid street-railway communication with the city of Indianapolis. The development of property values in this region has been held back and the increase of population has been retarded by the failure to meet this great and growing want. The investment was not an attractive one to capitalists for two reasons:

First—The matter of obtaining suitable entrance to the city of Indianapolis, and a right of way to the center of the city was greatly hampered by the rights of the existing Citizens' Street-railway Company, which had almost entirely blocked every business route to the center of the city by its own tracks, without attempting to furnish this suburban population extending toward Broad Ripple any street-car facilities whatever, although earnestly urged to do so for many years.

Second—A second difficulty was the fact that this territory was new, undeveloped and not thickly populated. Notwithstanding these discouragements, this company was organized in good faith, for the purpose of supplying this need, and thereby benefiting the city of Indianapolis and the residents and property-owners north of the city in the direction of Broad Ripple. Unfortunately, the city franchise was loaded down with burdens which still further injured the prospects of the enterprise. A tolerable route to the center of the city was obtained, but with such limitations and restrictions of pecuniary nature as to make the success of the enterprise doubly difficult.

The petition recites that on Aug. 8, 1890, the commissioners granted the company the right to construct lines, speaking generally, at Illinois street from the Crown Hill entrance to and along the Westfield free gravel road and the gravel road on the east side of the canal to the town of Broad Ripple; also, from the north corporation line of Indianapolis at Pennsylvania street to its northern terminus, and from said northern corporation line at Central avenue and the Allisonville and Fall-creek gravel road, and the Sugar Flat gravel road, and the Westfield gravel road to the town of Broad Ripple; also along Twenty-fourth street, from Illinois street east to Central avenue. The conditions of this grant were very carefully guarded, with proper restrictions made for the benefit of the public. Roads and bridges were to be kept in repair, and the fare was to be 5 cents from Indianapolis to Broad Ripple.

It was further required that the company complete one or more of the lines between Broad Ripple and Indianapolis on or before Dec. 1, 1890, or forfeit its rights, a provision which the petition said was too stringent, inasmuch as the order was not made until Aug. 6, 1890. If one of these lines was in successful operation by Dec. 1, 1890, then the company was to have the privilege of constructing lines on any of the other routes during the following year, but if not constructed and in operation by Dec. 1, 1890, then the right to these additional routes was to be forfeited. The petition proceeds:

FOUND THE CITIZENS' IN POSSESSION.

After receiving this grant the company, notwithstanding the exceedingly short limit of time, went to work in good faith, and began to be aware of the full extent and the resources of the desperate opposition which was to be made to this or any other new company entering the field of the street-railway business in the city of Indianapolis and vicinity. The Central-avenue route, which was then, and remains, the only financial practicable route for this company to the town of Broad Ripple, in view of the route which has been obtained by this company through the city of Indianapolis, was found to be under the control of the owners of the Citizens' street-railway. Other obstacles and difficulties were thrown in the way of this enterprise by the enemies of the company, too numerous to be here cited.

On Nov. 20, 1890, this company filed a brief petition with this board, referring to the obstacles which they had encountered, and asking that they be permitted to modify the route previously selected, so as to permit them to occupy any street or highway running north or south, or east or west that might be necessary for the construction and operation of this road. After full consideration, it was ordered by this board that this company have the privilege of extending any street-railway line or lines upon any streets or highways running north and south or east and west, connected with or running into either of the streets or highways to which rights had previously been granted. This board further extended the period for the construction and operation of the road four months, that is to say, until April 1, 1891, upon the condition that the work be actually commenced prior to Dec. 1, 1890. This extension of time, inasmuch as it covered only four winter months, when street-railway construction was impracticable, was not sufficient for the construction of the road. Further, inasmuch as this extension was not granted until Nov. 20, and it was required that work be commenced within ten days thereafter, it will be seen that this company was most seriously handicapped in point of time.

The petition reviews the other brief extensions, and says: "The extensions of time which were given, if they had all been taken together and embraced in the original grant, would have been sufficient and reasonable, but the progress of the company, at each step, was hampered by the fact that they were crowded into an emergency by the unreasonable requirement of building ten or more miles of electric street railway within three or four months."

PUT NEW LIFE IN IT.

Then comes a rather sensational charge that Judge Martindale was working in the interests of the Citizens' company when he presented the petition which he persuaded the State Board of Agriculture to father and the commissioners to grant, together with a hint at the reorganization. The petition says:

After a period of defeat, and disaster, and litigation the location of the new fair grounds in the territory gave new life to the project. Before applying to this board for another extension of franchise a new effort to attract capital to this investment was made, and this time with large promise of success. The first step, in order to make these negotiations successful, was to secure an extension from the city of Indianapolis and from your honorable body of the franchises previously granted. The Board of Public Works showed a desire to encourage the investment of capital to the development of the suburbs of the city, by promptly offering an extension of the franchise, provided a request for the same, accompanied by the exhibition of contracts and the giving of a suitable bond, was made on or before the 1st day of [illegible], 1892. This time was indeed short, but a[illegible] application was made to this board on or [illegible] Feb. 5, asking an extension of time for t[illegible] construction of the road until Sept. 1, 1892. [illegible]er full consideration, this board on said [illegible] entered an order granting the extension, but connecting with it the condition that by March 7 this company exhibit to the board contracts for the construction of the road, accompanied by a deposit of a certified check for $10,000 to be forfeited in case the road was not constructed within the time limited. The shortness of the time allowed added one more serious disappointment to the long list which the projectors of this enterprise had suffered. It was