RATE WAR NOT YET ENDED

The Pennsylvania Will Continue to Sell Tickets to New York at $15.

Other Roads May Do Likewise, and the Vanderbilts May Even Cut to $10—Western Traffic Association Shaky.

Yesterday was the day fixed upon as the date for taking off sale the round-trip tickets to New York at $15. Late yesterday afternoon the Pennsylvania road announced that it would continue to sell at such a rate until July 18, and doubtless the competing lines will meet the rate. It is intimated that a $10 rate need not be a surprise, as the Vanderbilt lines, it is stated, are heartily sick of this trifling with rates, as one of the officials puts it. Whether there is anything in this official's remark or not, it is daily becoming more evident that the rate demoralization inaugurated on the Y. P. S. C. E. business will extend far into the summer. Up to last night, on the low rates, the three lines had sold 1,262 tickets from the Indianapolis offices. Supposing that yesterday would be the last day, the trains were again well loaded. No. 20 over the Pennsylvania railroad, for the fifth time in the last week, went out with double-header trains. The Big Four, No. 18, for Cincinnati, was run in two sections and an extra sleeping coach was required to accommodate the business over the Big Four line via Cleveland. That all railroads have made money out of the arrangement up to this time is not questioned, but it is questioned if either can afford to continue the low rate longer, unless it is proposed to make $15 the permanent rate for a round trip to New York. Doubtless at the end of a year the revenue would be as large as if the companies interested got the full rate—$19 one way. The Pullman company will not object. In no case has it departed from its full tariff for sleeping-car accommodations.

Interstate-Commerce Investigation.

The first case heard by the Interstate-commerce Commission, at Chicago, yesterday, was a complaint against five railways charged with giving the Illinois Steel Company discriminating rates. The roads in question are the Calumet & Blue Island, the Kenosha & Milwaukee, the Joliet & Blue Island, the Chicago & Southwestern and the Bay View & Chicago. It was claimed that all these roads were owned and controlled by the Illinois Steel Company. President Brinson, representing all the roads, was put through an examination. He said the business of the roads was switching and terminal facilities. In answer to a question concerning discriminating through rates, he said his companies got no share of the through rates and was paid only for switching. They were paid by the Illinois Steel Company. President Brinson, on advice of his counsel, declined to answer Commissioner Veazey's question as to whether the steel company had an interest in the roads. J. S. Keefe, auditor of the five roads, said about 90 per cent. of their business was for the steel company, but the commission was unable to learn whether the lines were controlled and operated by that company to its own advantage and the disadvantage of other shippers. The testimony of W. Robert Sterling, vice-president of the steel company, was equally unsatisfactory.

In a Shaky Condition.

No one seems to doubt that the dissolution of the Western Traffic Association is only a question of a short time. Various opinions are expressed in regard to the Burlington's refusal to take part in the meeting of the advisory board this week. Some criticise that company very severely for the stand it took, while others declare that it did just right. "We have no desire to withdraw," said a Burlington official yesterday. "We only ask that the provisions of the agreement be observed. The commissioners have the power to divert traffic, or to take such steps as may be necessary to secure each road its fair share of competitive business. They don't do it. They are required to keep statistics so that we will know what every road in the association is doing. They don't do that. Of what use is an agreement if the commissioners are permitted to ignore certain of its provisions."

Personal, Local and General Notes.

W. B. Leeds, superintendent of the Richmond division of the Pennsylvania lines, was in the city yesterday on official business.

Eastern ticket-scalpers are said to have in their possession over five thousand return Christian Endeavor tickets, and are still buying.

The Toledo, St. Louis & Kansas City road earned in the first week of July $35,825.24; increase over the corresponding week of last year, $3,016.14.

C. H. Phillips has been appointed commercial agent of the Missouri Pacific, with headquarters at New Orleans. The appointment takes effect Aug. 1.

Joseph P. Thomson, who for many years has been the general freight agent of the Buffalo, Rochester & Pittsburg road, has resigned on account of ill health.

The meeting called for yesterday of the Indianapolis railway officials amounted to but little for lack of a quorum. Nothing was done of interest to the public.

The effort to induce the Wabash people to build a branch from Cooley Lake to Excelsior Springs, is likely to prove successful, as the directors favor such an outlay.

C. F. Brotherton his severed his connection as general superintendent of the Kansas City, Wyandotte & Northwestern road, and goes East to accept a railroad position.

L. M. Campbell, late receiver of the International & Great Northern railroad, has been appointed general manager of that road and leased lines, with headquarters at Palestine, Tex.

W. E. Blocher, formerly roadmaster on the Indianapolis & St. Louis road, is visiting friends here. Mr. Blocher is now roadmaster of a division of the Union Pacific, 253 miles in length, with headquarters at Garrison, Mo.

The Indiana Car-service Association held its usual monthly meeting yesterday, but no business of importance was transacted, committees in several matters not being ready to report. The session lasted but thirty minutes.

The Ohio road known as the Columbus, Lima & Milwaukee, for which a receiver has been asked, has been as unfortunate as has the Indiana Midland, and has had more legal difficulties than any road ever constructed in Ohio.

C. H. Howard, assistant general manager of the St. Charles car-works, has been elected secretary of the New York Safety-car Heating and Lighting Company, of which Colonel Sopher, well-known in Indianapolis railway circles, is president.

The recent consolidation of car companies brings into life a freight-car manufacturing establishment on a par with that of the Pullman company, as its capacity will be 125 freight cars a day, the several plants employing over six thousand men.

Monday a fast run with live stock was made from Peoria to Cleveland, over the Peoria & Eastern and the Big Four (old Bee-line division) from Indianapolis. There were nineteen cars of stock, and the run was made in twenty-four hours and 9 minutes. The distance is 498 miles.

O. D. Ashley, president of the Wabash road, says the road is now in better condition, financially and physically, than ever before in its history. In the last eighteen months a large sum of money has been spent in improvements and increasing the equipment, and no road is in better condition to handle its share of the world's fair traffic.

The loaded freight-car mileage on the Big Four lines in the month of June was the largest since the consolidation went into effect, one month excepted, reaching 13,413,794 miles, an increase over May, this year, of 934,033 miles, and over June, 1891, an increase of 2,560,472, or 23 per cent. In the movement of loaded cars the manifest system has operated in June to great advantage.

The Cincinnati, Hamilton & Dayton expects to take control of the Cincinnati, Jackson & Mackinaw road the middle of next month. At the special meeting of the stockholders of the C., H. & D., on the 22d, the proposition for leasing the road will be ratified. All the preliminary work has been attended to, and this action is only formal, as prices and conditions have been agreed upon by both parties.

It is stated that the cut rates to Colorado points announced by the Chicago & Rock Island will go into effect July 22, despite all efforts to induce the road to withdraw them. The new tariff means a cut not only to Colorado points from the Missouri river, the Mississippi river and Chicago, but also from Galveston, the Pacific coast and the seaboard, and is really the most important break in rates which has occurred in many years.

The tanks of all the new engines built for the Pennsylvania lines are constructed with an apparatus for taking water from the track troughs when the train is moving. Track tanks are to be put in on the Pittsburg, Fort Wayne & Chicago road as soon as possible. All tracks of the Pennsylvania road east of Pittsburg are provided with such tanks, which does away with the stopping of a train for the engine to take water.

Western roads have taken steps to prevent the accumulation in the Chicago market of return portions of return tickets issued on account of the Christian Endeavor convention and the National Educational Association by a universal vote of the members of the Western Passenger Association that these tickets must be presented on their trains within two days from the date stamped on the back at any office in the Eastern Trunk-line territory.

A Pennsylvania official says that it is practically decided that the Pennsylvania Railroad Company, the Baltimore & Ohio and the New York Central will be the only roads which will make extensive exhibits at the world's fair. The Pennsylvania Company will ask Mr. Elvin, of this city, who has been officially connected with the Madison & Indianapolis road, now a part of the Pennsylvania lines, since built, to contribute some of the articles he has for exhibition, showing the improvements which have been made on the lines west of Pittsburg, now controlled by the Pennsylvania, as well as east of that point.

The shippers and farmers on the line of the Indiana Midland road are much troubled. The operating company now has but one engine, the sheriff having the others, while on the line there are 150 or more cars to be loaded with grain and shipped East. An effort is being made to induce the Pennsylvania Company or the Big Four to furnish engines to move the cars, and put in others and help the farmers out, but most of the grain is to go to Toledo, and neither of the roads named would get much of a haul out of it. Were the grain going to the seaboard doubtless one of the strong lines would help the farmers out.

The Chicago & Southeastern railway is tied up because of the attachment by the sheriff of its engines, to satisfy a judgment for $6,000 back taxes due Madison county and the city of Anderson. The road is miles long. One of the engines is out on bond, through the courtesy of the sheriff of Boone county, as it was until recently held by him, but was released on a delivery bond pending the settlement of a judgment. The road is operated now with but one engine, and, of course, the service is somewhat irregular, and the train has to have orders to run against itself, as the rules on the time-card are imperative. Long before the train gets to its destination it is due several miles in the opposite direction.

E. A. Peck, general superintendent of the Big Four lines, who has been out on the road for three days, is expected home to-day, and probably some time during the day he will have a conference with the committee of the conductors over some slight grievances they claim to have. One of the conductors, yesterday, when asked what their grievances were, said they were not as regards wages, for the conductors now were averaging fully $125 a month, a number last month making $140 to $145, and resting one day each week. The conductor said he did not think there would be any trouble in adjusting matters when they had a conference with Mr. Peck, as he is a railroad official who invariably treats all questions pertaining to the interests of the transportation department fairly.

INDIANA FAIRS.

In the appended list of fairs all dates are inclusive, and the name at the end of each announcement is that of the secretary:

Acton District—Aug. 30 to Sept. 2, T. M. Ricardson.
North Salem—North Salem, Hendricks county, Aug. 1 to 5, L. C. Moore.
Henry, Madison and Delaware—Middletown, Henry county, Aug. 9 to 12, P. H. Hodson.
Bridgeton Union—Bridgeton, Park county, Aug. 8 to 13, T. L. Nevens.
New Ross—New Ross, Montgomery county, Aug. 8 to 12, T. F. Rouk.
Oakland City—Oakland City, Gibson county, Aug. 22 to 27, Z. T. Emerson.
Wayne, Henry and Randolph—Dalton, Wayne county, Aug. 23 to 26, J. E. Dennis.
Knightstown—Knightstown, Henry county, Aug. 30 to Sept. 3, L. P. Newby.
Spring Fountain Park—Oct. 5 to 8, M. A. Wilcox.
Switzerland and Ohio—East Enterprise, Switzerland county, Aug. 30 to Sept. 2, W. H. Madison.
Benton and Warren—Boswell, Benton county, Sept. 5 to 9, G. W. Cones.
Kentland Agricultural—Kentland, Newton county, Sept. 6 to 8, W. T. Drake.
Grange Jubilee—Wirt Station, Jefferson county, Sept. 6 to 9, T. H. Watlington.
Warren Tri-County—Warren, Huntington county, Sept. 6 to 10, A. Foust.
Auburn District—Auburn, Dekalb county, Sept. 12 to 16, C. Husselman.
Fairmount—Fairmount, Grant county, Sept. 12 to 16, J. D. Lathan.
Francisville—Francisville, Pulaski county, Sept. 13 to 16, E. H. Applegate.
Maxinkuckee—Culver Park, Marshall county, Sept. 13 to 16, L. C. Zechiel.
North Indiana and South Michigan—South Bend, St. Joseph county, Sept. 12 to 16, C. G. Towle.
Washington and Parke—Pekin, Washington county, Sept. 20 to 23, J. W. Elrod.
Bremen Agricultural—Bremen, Sept. 27 to 30, H. H. Miller.
Eastern Indiana—Kendallville, Noble county, Sept. 26 to 30, J. S. Conlogue.
Poplar Grove—Poplar Grove, Howard county, Sept. 26 to 30, R. T. Barbour.
Tri-County—North Manchester, Wabash county, Sept. 27 to 30, D. W. Krisher.
Bourbon—Bourbon, Marshall county, Oct. 11 to 14, G. D. Ettinger.
Northern Indiana—Goshen, Elkhart county, Oct. 3 to 7, T. A. Starr.
Northern Indiana and Southern Michigan Exhibition Association—Warsaw, Kosciusko county, Oct. 5, 6, 7 and 8, M. A. Wilcox.

County Fairs.

Hamilton—Sheridan, Aug. 29 to Sept. 2, Will J Woods.
Tipton—Tipton, Aug. 8 to 13, W. R. Oglebay.
Jennings—North Vernon, Aug. 9 to 12, W. G. Norris.
Boon—Lebanon, Aug. 15 to 19, L. F. Moler.
Delaware—Muncie, Aug. 15 to 19, M. S. Claypool.
Jefferson—Madison, Aug. 16 to 19, S. E. Haigh.
Wayne—Hagerstown, Aug. 16 to 19, Ed Bowman.
Hancock—Greenfield, Aug. 22 to 26, Elbert Tyner.
Clinton—Frankfort, Aug. 22 to 26, J. Heavilon.
Dearborn—Lawrenceburg, Aug. 23 to 27, J. S. Dorman.
Washington—Salem, Aug. 23 to 26, E. W. Menaugh.
Vigo—Terre Haute, Aug. 22, to 26, Charles O. Oakey.
Fulton—Rochester, Aug. 31 to Sept. 3, W. W. Loomis.
Green—Linton, Aug. 29 to Sept. 2, J. H. Humphreys.
Harrison—Corydon, Aug. 29 to Sept. 2, T. S. Getzendanner.
Putnam—Bainbridge, Aug. 29 to Sept. 3, A. R. Allison.
Randolph—Winchester, Aug. 30 to Sept. 3, B. F. Boltz.
Scott—Scottsburg, Aug. 30 to Sept. 2, W. L. Morrison.
Tippecanoe—Lafayette, Aug. 29, 30, 31 and Sept. 1 to 3, Adam Wallace.
Carroll—Camden, Sept. 5 to 9, Ziba A. Brown.
Clark—Charlestown, Sept. 5 to 8, J. M. McMillin.
Montgomery—Crawfordsville, Sept. 5 to 9, W. W. Morgan.
Sullivan—Sullivan, Sept. 5 to 10, J. M. Lang.
Gibson—Princeton, Sept. 5 to 12, S. Vet. Strain.
Shelby—Shelbyville, Sept. 6 to 10, E. E. Stroup.
Miami—Macy, Sept. 7 to 10, Ira B. Hurst.
Posey—New Harmony, Sept. 12 to 16, W. W. Robb.
Greene—Bloomfield, Sept. 12 to 17, R. F. Burrell.
Huntington—Huntington, Sept. 13 to 17, H. M. Purviance.
Johnson—Franklin, Sept. 13 to 17, William S. Young.
Rush—Rushville, Sept. 13 to 17, Charles F. Kennedy.
Miami—Peru, Sept. 13 to 16, Fred Conradt.
Marshall—Plymouth, Sept. 20 to 23, D. L. Dickinson.
Noble—Ligonier, Sept. 19 to 22, J. E. McDonald.
Porter—Valparaiso—Sept. 20 to 23, E. S. Beach.
Wabash—Wabash, Sept. 20 to 24, Geo. B. Fawley.
Spencer—Rockport, Sept. 19 to 24, A. B. Garlinghouse.
Daviess—Washington, Sept. 19 to 24, W. F. Axtell.
Pulaski—Winamac—Sept. 27 to 30, Jesse Yayler.
Grant—Marion, Sept. 27 to 30, L. F. Carmichael.
Jay—Portland—Sept. 27 to 30, Geo. W. Bergman.
Lake—Crown Point, Sept. 27 to 30, B. Woods.
Monroe—Bloomington, Sept. 26 to Oct. 1, George P. Campbell.
Perry—Rome, Oct. 3 to 8, W. Wheeler.
Vermillion—Newport, Oct. 3 to 7, L. Shepard.
Wabash—Wabash, Sept. 20 to 24, Geo. B. Fawley.
Whitley—Columbia City, Oct. 4 to 7, L. Richard.
Lawrence—Bedford, Oct. 4 to 8, F. Stannard.
Knox—Vincennes, Oct. 10 to 15, J. W. Emison.
Steuben—Angola, Sept. 20 to 23, F. McCartney.
Decatur—Greensburg, Aug. 30 to Sept. 2, Ed Kessling.
Warren—West Lebanon, Sept. 27 to 30, F. J. Goodwine.

State Normal Trustee.

William H. Armstrong, of this city, was yesterday appointed by Governor Chase trustee of the State Normal School in place of Barnabas C. Hobbs, deceased.

$15—To New York and Return—$15

The Pennsylvania lines will continue the sale of New York excursion tickets to and including July 18. Tickets will be good returning until Sept. 15. Call early at 48 West Washington street and reserve sleeping-car accommodations.

$3.00—To Chicago and Return—$3.00

Via the Pennsylvania Line, Saturday night July 16.

KUHNIS SUMMARILY "FIRED"

City Clerk Abrams Darkens the Cloud Hanging Over His Deputy.

Amount of the Shortage Charged Turned Over—Bridge Over Pogue's Run at Washington Street—Municipal Affairs.

Deputy City Clerk George Kuhn was dismissed Tuesday evening by City Clerk Abrams, and Thomas Hedian, who has been telephone operator at the police station, was appointed to succeed him. Not long ago the charge was brought against Kuhn that he had overcharged in collecting Police Court fines, and was otherwise keeping his books in an irregular manner. The matter was brought to the attention of City Clerk Abrams, who laid the matter before Mayor Sullivan and the latter appointed Col. Ivan N. Walker and Albert Sahm to investigate Kuhn's books. These gentlemen had hardly begun their investigation when Kuhn was asked to give up his job. Yesterday afternoon a Journal reporter called at the city clerk's office and asked Abrams if he cared to give his reasons for discharging Kuhn.

"Yes," said he, in a snappy voice. "I couldn't afford to have a man about the office who was resting under a charge of dishonesty."

"What does Kuhn think about being dismissed before the investigation into his accounts was completed?"

"Don't know; he didn't say anything."

It is surmised that Abrams did not feel very badly when he discovered that he had good grounds for summarily dismissing his deputy. There is a story concerning Kuhn's appointment to the office he so badly filled that has not yet been proclaimed from the housetops. There have been whispernas of a written agreement that bound Abrams to unwillingly make an appointment, but up to date a clean breast of the affair has not been made.

It is understood that yesterday Deputy Kuhn turned over to the city clerk $290 in cash, the alleged amount of his shortage. When asked concerning the truth of this phase of the matter Mr. Abrams did not positively deny, but requested that the matter be dropped and no more said about it. Kuhn has served as deputy city clerk since Abrams took his office, and prior to that was employed in the treasurer's office. His successor, Tom Hedian, has been day telephone operator at the police station for about six months. He will begin work in the city clerk's office this morning. All parties concerned are Democrats.

New Bridge at Washington Street.

The Board of Public Works has at last decided to do something to relieve the raging torrent of Pogue's run when it gets on a rampage. This has been a disturbing element for a long while, and one of the means to the end desired is the construction of a new bridge over Washington street at Pogue's run. Yesterday morning City Engineer Mansfield came in and had a short conference with Messrs. Conduitt and Scherrer, the only members of the board present. Some time ago Mr. Mansfield submitted the plans and specifications for a bridge, and these were adopted by the board yesterday. The city engineer was instructed to at once advertise for bids for constructing stone abutments for the north half of the bridge.

"Is it your intention to build but one-half of the bridge at present?" President Conduitt was asked.

"Yes, we can't build the entire bridge at present, because we haven't the money. The bridge will cost $25,000. Another thing is that the street would be entirely obstructed if we build the north and south abutments at the same time."

The board at present only has an appropriation of $10,000, but President Conduitt is confident that there will be no trouble in securing the money necessary to build the bridge. A new bridge over Pogue's run at Washington street has been Councilman Rassman's pet scheme for years and he is now jubilant.

More Complaints About Streets.

The street commissioner is rapidly becoming a person of considerable notoriety. Yesterday morning the board referred to him a petition of property-owners on South East street, between Morris street and the Belt road, asking for the repair of the roadway, sidewalks and gutters. He was also ordered to at once begin the collection of cross-walks that are being taken up on streets where permanent improvements are going on. The board understands that contractors are appropriating this material and wants it stopped. He was ordered to clean the first alley south of St. Joe street, from Illinois to Superior.

Notice to Frenzel.

The Board of Public works is again jumping on to the street-railroad octopus in its timid way. Yesterday President Frenzel was served with the following letter:

We again desire to call your attention to the condition of New Jersey street, from Massachusetts avenue north. The condition of this street has been occasioned by the removal of your tracks and not replacing the bowlders in a proper manner. You are hereby ordered to have these bowlders replaced at once.

Frenzel will probably attend to the bowlders when he gets ready.

Locating the Lights.

Every afternoon the members of the Board of Public Works and a representative of the light company ride about the city locating electric lights. Not quite four hundred have so far been located, as it is a tedious job. Mr. Perry, of the light company, says he thinks that nine hundred lights will light Indianapolis as it should be. He says work on the new plant is progressing finely.

Minor Municipal Notes.

Postmaster Thompson wants the street commissioner to haul away the mud piled up in Market street.

The contract and bond of Fulmer & Seibert for the Susquehanna-street contract, amounting to $1,500, were approved.

Property-owners on the alley between Camp and Paca streets remonstrated against grading and graveling the alley from St. Clair to Pratt street.

The board received a complaint about the condition of Budd street, from New York to Vermont street. This is ex-Councilman Ricklin's thoroughfare.

A complaint was made to the board about the defective sprinkling of Alabama street between New York and Vermont streets. It was referred to Inspector Bushong.

The city engineer was authorized to issue permits to abutting property-owners to connect with the sewer in the first alley north of New York street, from Missouri to Bright street.

The board informed Charles Perry, of the light and power company, that a contract for the switch north of Louisiana street, to connect with Kentucky avenue, will be prepared.

Councilman Puryear called yesterday and asked the board to adopt resolutions for the grading and graveling of the first alley north of Elizabeth street, from Douglass to the second alley north, and the first alley east of Douglass from Indiana avenue to the first alley south. Both petitions were granted.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed.

Pensions have been granted the following-named Indianians:

Original—John H. Vance, H. Dudley Rogers, William H. Leslie, E. Henderson, Andrew Willich, Addison W. Wilson, Stephen T. S. Cook, Jeremiah Painter, Morgan Stuillebeam, James Collin, William Carbaugh, Silas R. Hiatt, William I. Leflel, William T. Dickinson, Thomas Barnitt, William H. Mays, William Brown, Wm. H. Hardy, Franklin Williamson, John H. H. Rousseau, David B. Denton, Moses Sandage, Samuel Scheiblear, Perry Holmes, Theodore Bradfield, Hugh E. Hetherington, Sylvanus Clay, John Smith, John West, J. Jarrells, Abraham Parrett, Jacob S. Webber, Peter Shaffer, William McCory, L. H. Harris, William Lowe, James M. Harrison. Additional—John Merchant, Charles Long, Henry Hallman, Joseph Z. Bushnell, John W. Oliver, Lucas Good, B. Whitaker, John F. Davenport. Renewal and increase—Plus J. Bolen. Increase—James T. Ricketts, Francis Marion Coe, Nathaniel Bixbe, Wallace Mullins, Hiram H. Rutherford, George W. Fisher. Reissue—Zedrick W. Jackson, James E. Morris. Reissue and increase—Martin V. B. Smith, Louis Bianchi.

TO RESIDENTS OF ILLINOIS.

Original—Henry H. Bainbridge, Thomas Angerer, Ervin F. Anderson, Isaac A. Moore, Thaddeus Pool, Lyman R. Thayer, Clemens Kuntz, Keneus Boiling, James D. Butcher, Ezra Burzell, Harry Brown, William T. Brooks, Louis Brinker, John Trauberger, Edward Hogan, Miron Rhodes, William P. Thompson, Thomas Liggett, John B. Varble, George Nortrup, Jacob J. Youngblood, William F. Kidd, George Browning, Jacob F. Yeck, Harrison D. Dorsett, William R. Meridith, John Teter, Noah Monroe, Robert E. Bennett, Isham Cornwell, James Pell, William K. Highsmith, Virgil Bishop, John Hollister, Felix B. Ray, Horace B. Hamilton, Jonathan Hyre. Additional—John H. Lenix, Matthias Stich, Stephen W. P. Garrison, August Hostmann, Josiah F. Bailey, James Mullen, Samuel Clausen. Increase—Peter J. Shields, Stephen H. Anderson, Josephus Grabble, Rufus H. Knapp. Reissue—Henry H. Maley, deceased. Original widows, etc.—Mary West, Belle D. Seaton.

CURRENT PERIODICALS.

The Century for July opens with an illustrated biographical sketch and study of the work of the artist Daubigny. S. Weir Mitchell's rambling story, "Characteristics," reaches a conclusion in this number, as does, also, Kipling and Balestier's "Naulahka." The hero of the latter tale is finally compelled to sacrifice his hope of making his native town of Topaz, Col., a railroad center for the sake of winning his missionary sweetheart. A. W. Harris has an important article on "What the Government is Doing for the Farmer." He states briefly the principal points of the more important legislation bearing on agricultural interests. The tax upon oleomargarine, the signal service, the encouragement of the sugar industry, the inspection of live stock and meats; the tariff as it bears directly on farming interests, reciprocity and the collection and dissemination of information by means of experiment stations. Railroad legislation as it affects the farmer will be treated in another article. Among other contributions to the number are: "Architecture at the World's Fair," "The Finding of the Tomb of Aristotle," "The Nature and Elements of Poetry," "Negus, Neguste and the Abyssynians" and "Thumb Nail Sketches."

The Arena for June contains biographical sketches, with accompanying portraits, of some of the women who figure prominently in the Farmers' Alliance. The sketches are prepared by a writer evidently very friendly to the cause. Congressmen Springer, Watson and Burrows consider the pending presidential campaign from their respective points of view. A profusely-illustrated sketch of Julia Marlowe and her career is a feature of the number.

In the July St. Nicholas Charles F. Lummis adds to his extremely interesting series of Southwestern sketches an account of "The Last Place in the World," this being an almost unexplored region not far from the Grand Canyon of the Colorado, and where some of the most interesting and best preserved ruins of Aztec cities and fortresses are to be found. In this region is found some of the most wonderful scenery of the continent.

The University of Notre Dame is less well known to a great many citizens of Indiana than other educational institutions, and to these the annual catalogue, showing its extent and scope, will afford much interesting information. The buildings, if brought together, would cover eight or ten acres of ground, and a bird's-eye view of the grounds and buildings, helps to give an idea of the accommodations.

M. G. McClelland, who belongs to the group of authors who are finding ample material for romance in the hitherto unworked fields of the South, contributes the novel "White Heron" to Lippincott for July. A portrait of Miss McClelland forms the frontispiece, and shows a strong, fine face. A beautiful portrait of Rose Hawthorne Lathrop accompanies a poem by her.

Good Form is, as its sub-title shows, "an illustrated magazine for the people," issued in Chicago. Its literary department opens in the July number with a story by Stanley Waterloo. Mrs. E. S. L. Thompson is also among the contributors. It has a fashion department, a nursery, household and floricultural department, each conducted by a special editor.

The Wide Awake has an unusual variety of interesting matter this month and is a charming number. Several Fourth of July stories and patriotic sketches are timely.

The Philadelphia Book News has a sketch and potrait of the rising young writer, Richard Harding Davis. Davis is a native of Philadelphia.

SYRUP of FIGS

ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and $1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N.Y.

Morning
Noon
Night

Good all the time. It removes the languor of morning, sustains the energies of noon, lulls the weariness of night.

Hires' Root Beer

delicious, sparkling, appetizing.

Don't be deceived if a dealer, for the sake of larger profit, tells you some other kind is "just as good"—'tis false. No imitation is as good as the genuine HIRES'.

WOODBURY'S FACIAL SOAP

For the SKIN, SCALP and COMPLEXION. The result of 20 years' experience in treating skin diseases. For sale by druggists, or sent by mail for 50c. A Sample Cake of Soap and 143 page book on Dermatology and Beauty sent sealed for 10c. Illustrated on Skin, Scalp, Nervous and Blood Diseases. Also Disfigurements like Birthmarks, Moles, Warts, India Ink and Powder Marks; Scars, Pittings, Redness of Nose, Superfluous Hair, Pimples, Facial Development, etc. Consultation free at office or by letter.

JOHN H. WOODBURY, D. D., 125 W. 42d St., New York City.

FAT FOLKS REDUCED

Mrs. Alice Staples, of Oregon, Mo., says: "My weight was 220 lbs., now it is 168 lbs., a reduction of 152 lbs., and I feel so much better that I would not take $1,000 and be put back where I was. I am both surprised and proud of the change. I recommend your treatment to all sufferers from obesity. Will answer all inquiries if stamp is inclosed for reply."

PATIENTS TREATED BY MAIL. CONFIDENTIAL.

Harmless, and with no starving, inconvenience, or bad effects. For particulars address, with 6 cents in stamps,

DR. O. W. F. SNYDER, McVICKER'S THEATER, CHICAGO, ILL.

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WHY?

Because it's always pure, always the same, always the best. Such a record tells more than pages of "talk." It's *just as good* to-day as ever and it is *the* tobacco for *you*. If you smoke, you should smoke

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A Question
A Great Record
For You
Good Advice

A Fact
Against Time
Fears Nothing
Unchanging
Talk's Cheap

SMOKE
Havana Chess Club
CIGAR
PURE TOBACCO AND NO FLAVOR

COPY OF STATEMENT OF THE CONDITION
— OF THE —

ORIENT INSURANCE COMPANY

On the 30th day of June, 1892.

Located at No. 5 Haynes street, corner Pearl street, Hartford, Conn.

CHAS. B. WHITING, President. JAMES U. TAINTOR, Secretary.

The amount of its capital is	$1,000,000
The amount of its capital paid up is	1,000,000

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value	$1,455,976.35
Cash on hand and in bank	106,454.84
Cash in hands of agents	260,951.18
Real estate owned by the company, unincumbered	22,745.73
Interest accrued	26,428.52
Loans on mortgages, first liens	253,972.21
Loans secured by pledge of stocks and bonds	11,940.00
Total assets	$2,078,468.88

LIABILITIES.

Losses adjusted and due; Losses adjusted and not due; Losses unadjusted; Losses in suspense, waiting for further proof	$155,241.49
Amount necessary to reinsure outstanding risks	767,850.72
Total liabilities	$923,092.21

The greatest amount in any one risk, $10,000.

State of Indiana, Office of Auditor of State:

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1892, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 9th day of July, 1892.

J. O. MENDENHALL, Auditor of State.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES.

ATKINS E. C. & CO., Manufacturers and Repairers of CIRCULAR, CROSS-CUT, BAND, and all other Belting, Emery Wheels and Mill Supplies. Illinois street, one square south Union Station. SAWS

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DR. C. S. BOYNTON, OFFICE AND RESIDENCE—163 North New Jersey street. Tel. 193. Office Hours—8 to 9 a. m.; 1 to 2, and 7 to 8 p. m. Medicine furnished, and all calls answered, day or night.

W. B. CLARKE, M. D., HOMŒOPATHIC PHYSICIAN, 7 Mansur Block, corner Washington and Alabama streets. Telephone 571. Residence—188 Blackford street, near Military Park. SPECIALTY: Diseases of Children.

DR. J. A. SUTCLIFFE, Surgeon. OFFICE—95 East Market street. Hours—9 to 10 a. m., 2 to 3 p. m. Sundays excepted. Telephone 941.

DR. ADOLPH BLITZ, Room 2, Odd-Fellows' Building. PRACTICE LIMITED TO Eye, Ear and Throat Diseases.

DR. BRAYTON. OFFICE—102 North Meridian st., from 2 to 4 p. m. RESIDENCE—308 East Washington st. House telephone—1279.

DR. DAWSON E. BARNES. Nervous Diseases, Piles, Fistula, Cancers and Tumors cured without knife, ligature or caustics—treatment not known to the profession. Office—Rooms 25 and 26 Marion Block. Sanitarium—1117 North Tennessee street. Book free.

DR. E. HADLEY. OFFICE—136 North Pennsylvania street. RESIDENCE—270 North Delaware street. Office hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 802. House telephone, day, 1215.

DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE—670 North Meridian street. OFFICE—369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m. Telephones—Office: 907; Residence: 427.

DR. D. M. PURMAN, OFFICE—186 FORT WAYNE AVENUE. HOURS: 8 to 9 a. m. 1 to 3 p. m. 7 to 8 p. m. SANITARIUM—166 ASH STREET. Diseases of the Nervous System.

DR. A. W. FISHER, 24½ EAST OHIO STREET. SPECIALTY—Piles, and all Diseases of the Rectum. Office Days: Thursday, Friday and Saturday, from 8 to 11:30 a.m., 1 to 4 p.m. Sunday—From 2 to 4 p.m.

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H. S. CUNNINGHAM, C. M., M. D. Office and Residence—No. 354 South Meridian st., Indianapolis, Ind. Office Hours—7 to 9 a. m., 12 to 2 p. m., 7 to 9 p. m. Telephone No.—1319.

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