OF INTEREST TO SHIPPERS

Demurrage Charges Sustained in a Decision by a West Virginia Judge.

Freights Weighed and Inspected at Four Points in Indiana—Fast Run on the Bee-Line Division of the Big Four.

D. T. Bacon, general manager of the Indiana Car Service Association, is sending to officials of roads in the association a decision in the suit of the George Campbell Company, manufacturers, against the Baltimore & Ohio road. The case was brought before Judge E. Boyd Faulkner, in the Circuit Court of Jefferson county, West Virginia, and the decision rendered last week. The history of the case is as follows: Two cars of bark were received at the B. & O. station in Charleston, W. Va., in August, 1891, and the consignees were notified on arrival in the usual way. They neglected to call and pay freight charges and remove the lading until after the free time had expired, and were then told by the agent that $1 car-service charge on each car had already accrued, which must be paid before delivery. This they refused to do, and in accordance with car-service rules delivery was withheld for payment of charge. The cars remained on the track until $69 charge had accrued upon each car; the railroad company then sold the bark for freight and car-service charges, and suit was brought by plaintiff for damages in the above amount. By agreement of both parties, a jury having been waived, the case was submitted to the judgment of the court, and after hearing the evidence and argument of counsel, judgment was rendered in favor of defendant for the sum of $14.88, being the difference between the value of the bark sold and the amount of freight and demurrage charges.

The Most Difficult Problem to Solve.

J. T. Brooks, vice president of the Pennsylvania Company, when in the city a day or two ago, said that the great problem with railway managements now was how to make both ends meet. Taxes were increasing, the cost of labor increasing, better accommodations for travel are demanded, faster trains are asked for, while on the other hand rates were steadily going lower. A point has been reached where the roads are seemingly being operated at a minimum cost. Most of the railroad companies have refunded their bonded debt at a lower rate of interest, and stockholders are grumbling that so small dividends are paid. Now the question comes up as to where further economics can be effected, and it is really a serious one. He feared that before it could be solved many roads would be forced into bankruptcy. The only solution he could see would be in the advancing of rates. On the Pennsylvania lines, if advanced one mill per 100 pounds, it would mean a handsome increase in revenue, and such an advance would hardly be felt by shippers. This problem was rapidly coming to a point where it must be solved, and the wisest of railroad men are looking with anxiety to the outcome.

Doing Good Work for the Railroads.

Below is given a statement of the freights weighed and inspected at the four stations under the supervision of J. B. Eckman, district inspector, for the month of March. Indianapolis roads gained over $12,000 through the operations of the bureau, and the roads centering at Evansville made large gains. Mr. Eckman's statement is as follows:

Indianapolis gained from weighing carload freight, $10,305.01; from platform freights, $1,486.76; from classification changes and rate inspection, $244.30; total, $12,036.07.

Terre Haute gained from weighing carload freight, $3,544.84; from platform freight, $285.54; from classification changes and rate inspection, $474.73; total, $4,305.11.

Evansville gained from weighing carload freight, $4,545.98; from platform freight, $1,193.40; from classification changes and rate inspection, $510.11; total, $6,249.49.

Vincennes gained from weighing carload freight, $399 17; from platform freight, $187.79; total, $581.96.

Fast Train on the Big Four.

The Southwestern limited express train on the Big Four road, west bound, due at Muncie at 10:18 A. M., made the run of 21 3/10 miles, from Winchester to Muncie, yesterday morning, in exactly eighteen minutes. The schedule time is twenty-four minutes, and it is hard work for other engines to make that time. The engine used was one of the new ten wheelers, No. 183, recently put on this division. Some places the train of four cars made a single mile in forty-three seconds. Train Dispatcher Negus was on the train, and pronounced the run a very remarkable one, and he thinks this engine can beat anything on wheels.

Differential Rates Adopted.

At a meeting of the Western Freight Association, held at Chicago yesterday, the following differentials were adopted from East St. Louis, above the lake and rail rates, from Chicago to New York: First-class, 12 cents; second, 10½; third, 8; fourth, 5½; fifth, 5; sixth, 5. The same rates will prevail from the upper Mississippi points on tariff for points west of the Missouri river.

Wabash Shops Taken from Butler.

Orders were issued Monday for the removal of the Wabash shops and employes at Butler to Ashley, Ind., on the new Detroit and Chicago line. It is rumored that the Wabash will abandon the Eel river division from Butler to Logansport, and that the Lake Shore & Michigan Southern will in all probability operate it in the future.

Personal, Local and General Notes.

M. E. Ingalls, president of the Big Four, is at Hampton roads witnessing the naval display.

The Pennsylvania Company has increased its force at its Chicago station forty baggagemen.

J. A. Barnard, general manager of the Peoria & Eastern, was so ill yesterday that he did not go to his office.

C. R. Peddie, purchasing agent of the Vandalia, was still living last evening, but has been unconscious for the last two days.

The new yards of the Pennsylvania Company at Logansport are nearing completion, which will give twelve miles of well-systematized track room there.

The removal of Wm. Garstang, superintendent of motive power of the Big Four, and his force back to Indianapolis brings twenty-six men, most of the men with families.

Sumner Collins, general superintendent of the Monon, is this week listening to grievance committees of the engineers, the firemen and switchmen. It is probable that a scale of wages will be adopted which will be satisfactory to all interested. That is the aim now of General Superintendent Collins.

John Tracy, the fireman on the Monon who was so badly squeezed nine months ago in a wreck, died on Sunday from the injuries, and was buried at Lafayette yesterday.

The Ohio & Mississippi road earned in March $372,610, an increase over March, 1892, of $33,621. Since Jan. 1 the road has earned $1,094,969, an increase this year of $63,380.

The Ohio Falls car works have delivered twelve new coaches to the Monon, which stand in the yards at New Albany ready to be put into service when the world's fair rates take effect.

The enterprising men who are building up Ingalls, on the old Bee Line division of the Big Four, are complaining bitterly that the Big Four people do not put in some side tracks to handle their business.

The Canadian Pacific announces that it will make a one-fare from all Western points to points in eastern Canada, good for return by way of Chicago. This is the lowest rate yet granted to the exposition.

The Chicago & Eastern Illinois has dropped its traveling passenger agents. The only point it needed them was on the Louisville & Nashville, and on this road every agent is to represent the C. & E. I.

The Sandusky & Columbus Short-line, which was opened for business on Monday, is a road of light grades, few curvatures and well built and equipped, and at the beginning will command a good business, it is thought.

The Chesapeake & Ohio is showing the largest increased earnings thus far this year of any of the trunk lines, regardless of mileage. This month the earnings are ranging from $20,000 to $30,000 ahead of the corresponding weeks of 1892.

Harry Delaney, who took charge as superintendent of motive power of the Monon on Jan 1, has since that time thoroughly rebuilt twelve of the company's locomotives. It is said the power of the Monon was never in better condition than at present.

Oscar Murray, vice president and general manager of the Big Four lines; G. W. Kittredge, chief engineer, and Wm. Garstang, superintendent of motive power, were in the city yesterday. Mr. Murray left at midnight for Chicago, where he will remain a couple of days.

The Big Four's double track will be completed from the Union tracks six miles out within thirty days, which will greatly relieve the movement of trains at Indianapolis on the east end of the Chicago division. On the west end of this division gravel is being distributed at the rate of one hundred carloads a day.

A meeting of the members of all the local committees of the Central Traffic Association to consider the question of advancing or abolishing the commodity tariffs now in effect in Central Traffic Association territory has been called for April 25. The meeting will be held at the office of Chairman Blanchard, in Chicago.

In commenting on the rumor that some of the lines in the Chicago and Ohio River Traffic Association were already shading rates on Chicago travel, James Barker, general passenger agent of the Monon, says that all lines are absolutely adhering to rates and there is not the slightest indication of bad faith or any reduction.

W. K. Bellis, the moving spirit of the Railway Officials' and Employes' Association, is getting about again, and has already begun looking for a location for the fine building this association intends to erect in this city for its own use and that of the numerous railway organizations which are patiently waiting better accomodations.

Train 19, over the Indianapolis and Chicago division of the Pennsylvania, a day or two ago, made a very fast run from Kokomo to Chicago. Twelve miles of the distance, between Kokomo and Anoka, was covered in eleven minutes, and four miles was run at the rate of a mile every fifty-two seconds. There were five cars in the train.

A railroad man in position to know why changes are made on the Pennsylvania lines states that C. M. Bennett was transferred from the Chicago division to the Muskingum Valley road in order that his labors might be lightened, his health not being such as to admit of his looking after the heavy work which will fall on the Chicago division this year.

William B. Shattuc, general passenger agent of the Ohio & Mississippi, has accepted the position of commissioner of the Cincinnati and St. Louis Rate Association at a salary of $4,000 per annum. His accepting this position makes it evident that O. P. McCarty will be general passenger agent of the B. & O. S. W. and the O. & M. when they are consolidated.

N. K. Elliott, superintendent of transportation of the Vandalia lines, is in the city. He states that the company now has four steam shovels and that number of construction trains on the system at work cutting down grades, and on Monday next a fifth will be put in operation. The company will do more in reducing grades this year than in any former year.

If the present programme is carried out the Cincinnati, Hamilton & Dayton will have seven trains each way between Indianapolis and Cincinnati when their new time schedule goes into effect. The C., H. & D. people are much encouraged over the increase in travel in connection with the Western lines to and from Indianapolis, and are giving this class of travel more attention.

Competitors of the Monon look with some suspicion upon its putting on a fast train to Michigan City from Indianapolis, to run in connection with the boats plying between Michigan City and Chicago. It is proposed that the train shall leave Indianapolis for Michigan City at 4:20 P. M. It is feared that it may lead to demoralization of rates between Indianapolis and Chicago. It is understood that the Cincinnati, Hamilton & Dayton will run a train to connect with this Michigan City boat train.

The action of the Western Passenger Association in deciding to adopt the regular rate, less 20 per cent., in accord with the Central Traffic Association, has not met with the favor on the part of the stockholders of the Chicago roads which was looked for. The dissatisfied stockholders have spoken quite plainly on the matter. They claim that everybody who was able to go to the world's fair would just as soon pay the full passenger rates, and if the old rates had been maintained the 20 per cent. reduction would have gone far toward paying the railway companies for their large outlay made in preparing to handle the business.

STREET-CAR CHANGE BOYS.

Meeting Set for Last Night Postponed—Proposition by the Company.

The change boys met at the Louisiana-street stables last night and it was expected that Superintendent Boyd would be with them and a final settlement of the boys' demands be reached. About 8:30 o'clock Mr. Boyd sent word that it would be impossible for him to attend and that he would meet them this morning. During the day the company had sent a notice to all the barns which was substantially a granting of the requests of the boys. The notice was as follows:

To Change, Hill and Switch Boys:

After careful consideration of the matter of adjustment of wages for services of above employes, and comparison of the duties, exposure, hours of duty, etc., the following has been determined upon:

All boys who have been getting less than 10 cents per hour will receive 10 cents per hour. This includes change boys at stables where the exposure is not so great as at other places.

Virginia avenue, tunnel, Kentucky avenue, and switch boys shall receive 11 cents per hour.

Boy at Morris street shall receive 12 cents per hour.

This to take effect Sunday, April 16.

Other matters, such as rearrangement of hours, will be taken up as soon as possible to the end that the best possible arrangement shall exist for the comfort and equality of duties.

L. A. BOYD, Superintendent.

Approved: A. L. MASON, President.

Dugan and Ingram, of the street-car brotherhood, attended the meeting to advise the boys and prevent them from taking any unadvised steps. The boys were disappointed at the nonappearance of Superintendent Boyd, but decided to postpone any action until after they had seen him this morning. It is probable that they will accept without further argument the proposition of the company.

Bowery Company Has Withdrawn.

Chief of the Insurance Bureau Duke yesterday received a letter from the New York Bowery Fire Insurance Company, announcing that it has withdrawn all its business from the State. No reason was given.

Fine China—Eastman, Schleicher & Lee.

THE PICKET LINES

Of health should be doubly guarded at this season. The air reeks with chilly moisture, the weather is changeable and uncertain.

These conditions are

TERRIBLE DANGER POINTS

For the lungs and pipes. Beware of the cold, the cough, the chest pain, the inflammation,

THE DEADLY PNEUMONIA

The racked lung, the dreaded consumption.

Put on duty only the strongest guard, the oldest and most faithful stand-by,

DR. SCHENCK'S PULMONIC SYRUP

Break up your cold at once. Stop your cough. Drive out that inflammation in time. Defy that Pneumonia. Cure that Consumption.

THE PULMONIC SYRUP

Acts quickest and surest of all remedies on the lungs. The oldest and best approved standard for every lung trouble.

Dr. Schenck's Practical Treatise on Diseases of Lungs, Stomach and Liver, mailed free to all applicants. Dr. J. H. Schenck & Son, Philadelphia, Pa.

BOOKS OF THE TIME.

[From the Bowen-Merrill Co., Indianapolis.]

Under the title of "Vacation Gleanings" Mr. G. S. Cottman, of Irvington, publishes a dainty little volume of essays, of which he is also the author. Some of his previous works have been noticed in the Journal and have attracted considerable attention among critical readers. This volume contains five sketches, entitled, respectively, "An Indiana Nook," "On the Tippecanoe," "Oneida Lake," "The Catskills" and "The Hudson Highlands." The first four are mainly descriptive of natural scenery, in which Mr. Cottman appears at his best, while the last one is a well-condensed account of the Benedict Arnold incident. The Journal has heretofore expressed the opinion that as a close observer and accurate word-painter of nature Mr. Cottman possesses decided merit, and it is still of that opinion. It would be difficult to cite a more finished piece of composition in its way, or one more graphically descriptive of familiar Indiana scenery, than the sketches entitled "An Indiana Nook" and "On the Tippecanoe." They are indeed real gems, especially the first. Mr. Cottman is a practical printer, and not only furnished the contents of the volume, but printed and bound it. He will send it by mail, postpaid, on receipt of the price, 50 cents.

"Outlines of the History of Dogma," by Dr. Adolph Harnack, professor of church history in the University of Berlin, is a very learned work. The author stands in the front rank of church historians, and this work is the ripest fruit of his studies and labors. In it he begins with the first apostolic declarations concerning Christ, traces carefully the results of contact with the Hellenic schools of thought, notes the effect upon Christian doctrine of the political changes during the ages, and conveys a clear understanding of the great historical controversies down to the days of Luther, out of which were gradually evolved the various creeds and formulas that give character to the different sects of to-day. The text is happily elucidated by marginal index notes on nearly every page. Cloth, $2.50. New York: Funk & Wagnalls Company.

The Hon. W. L. Trenholm, formerly Controller of the Currency in the United States Treasury Department, has written a work entitled "The People's Money," in which the currency question is treated in a very clear, able and satisfactory manner. The author says in his preface that the work was written not for the learned, or for those who are versed in economic literature, but for the large number of plain people who desire to get some practical ideas upon the important subject to which they relate. His views on all phases of the money question are eminently sound, and they are exceedingly well presented. The book can be read with profit by all who wish to be correctly informed on the subject. Cloth, $1.50. New York: Charles Scribner's Sons.

Since the death of the late General Custer, his widow, Mrs. Elizabeth B. Custer, has developed a talent for authorship, and has produced several bright and popular books. Her latest is "Tenting on the Plains, or General Custer in Kansas and Texas." Like all her works, it is descriptive of army life on the frontiers as seen by a woman. The period covered by this work is the few years after the war, and it relates their experiences and adventures while General Custer was in command of the Seventh United States Cavalry in Texas and Kansas. Mrs. Custer has a very pleasing style, and her books are all readable. New York: Charles L. Webster & Co.

"Dream of the Ages," by Kate Brownlee Sherwood, is further styled "A Poem of Columbia." It is a highly imaginative poem, in which Columbia is represented as a beautiful maiden who is wooed first by a dusky suitor from the West, representing the aboriginals, then by a fair-skinned suitor from the East, who wins her. The description of the wooing is elaborate and figurative. The rest of the poem is devoted to a description, in allegorical style, of some of the leading events of the history of the country. The poem is pervaded by a lofty and patriotic spirit. Illustrated. Published by the National Tribune, Washington, D. C.

M. Francisque Sarcey is one of the most notable men in France. He has been teacher, journalist, dramatic critic, novelist, lecturer and for more than thirty years a distinguished figure in the literary circles of Paris. In a work entitled "Recollections of My Life" he gives some charming reminiscences of his career. His egotism is so apparent as to be amusing, but he has so much of interest to say and says it so well that this foible can be overlooked. The chief feature of the book is the author's personality, and that is unique and interesting. Ornamented cloth, $1.50. New York: Charles Scribner's Sons.

Those who have read "Roweny in Boston" and "Mrs. Keats Bradford," by Maria Louise Pool, will welcome another novel by the same author. "Katharine North" shows the same intimate acquaintance with New England life, the same fidelity in character drawing, and the same skill in developing situations that made Miss Pool's other novels so popular. She has a very bright style, essentially her own, and her stories sparkle with originality. "Katharine North" is complete in itself, and leaves no suggestion of the necessity of a sequel to finish the story. Cloth, $1.25. New York: Harper & Brothers.

Harper & Brothers have published "Coffee and Repartee," a humorous brochure by John Kendrick Bangs; "Whittier, His Life and His Friendships," a series of appreciative sketches of the Quaker poet, by Mrs. James T. Fields; "Giles Corey, Yeoman," a play founded on early New England life, by Mary E. Wilkins; "The Japanese Bride," a series of essays on courtship and marriage customs in Japan, by Naomi Tamura, a Japanese lady. All these works are issued in Harper's Black and White series, daintily bound in white cloth, with black decorations; 50 cents each.

"Athelwold," by Amelie Rives, is now published in book form, after having been already printed in one of the magazines. The tragedy does credit to the dramatic talent of the author. Its scene is laid in England in the reign of Edgar, and the characters are the King and some of his retainers. The plot is simple, strong and tragic, the movement of the play is dramatic and the story is interesting. The work is published in attractive form by Harper & Brothers. Ornamented cloth, $1.25.

Eugene Field, widely known as a clever verse writer, publishes a collection of poems under the title of "Second Book of Verse." The poems which compose the volume are short and numerous, ranging "from grave to gay, from lively to—" but we cannot complete the quotation by saying "severe." Mr. Field is never severe. He is always genial and bright, and often pathetic. The volume is issued in attractive form by Charles Scribner's Sons. Cloth, $1.25.

"John Gray," a novel by James Lane Allen, which was originally published in Lippincott's Magazine, is issued in book form. The scene of the story is laid in Kentucky, near the close of the last century, and it is an attempt, more or less successful, to portray pioneer life and times. It is not a story, however, that tells itself, and the author's style is suggestive of too much elaboration. The story itself labors. Cloth, $1. J. B. Lippincott & Co.

"Straight Sermons to Young Men and Other Human Beings," by Rev. Henry Van Dyke, is a collection of sermons preached before the Universities of Yale, Harvard and Princeton. There are ten of the sermons, and they are all intensely earnest, thoroughly practical and calculated to help people to be good, which the author well says "is the hardest and finest thing in the world." Cloth, $1.25. New York: Charles Scribner's Sons.

"Only a Flock of Women" is the somewhat apologetic title of a book by Abby Morton Diaz which needs no apology. It consists of a series of sketches or brief essays treating of different phases of woman's influence in the training of children, the formation of character, the making of bright homes, etc. The book is full of good ideas and practical suggestions well put, and has a wholesome, elevated tone. Boston: D. Lothrop & Co.

"Civilization's Inferno, or Studies in the Social Cellar," by B. O. Flower, is a series of sketches portraying some phases of tenement life in our large cities. It presents some startling pictures of deplorable conditions which exist at our very doors and shows there is no need of going to heathen lands to find a field for missionary work. Published by the Arena Publishing Company, Boston. Paper, 50 cents.

"Three Roads to a Commission," by Lieutenant W. P. Burnham, U. S. A., is intended as a textbook for persons desirous of obtaining a commission in the army. It tells what examinations are necessary to enter the Military Academy at West Point, how a commission may be obtained by a private in the army, and how by a civilian. New York: D. Appleton & Co.

Charles Scribner's Sons publish "Abelard and the Origin and Early History of Universities," translated from the French of G. Compayre. Beginning with the life and labors of Abelard, it describes the origin, organization and methods of the great universities of the middle ages. The work is published in "The Great Educators" series. Cloth, $1.25.

Harper & Brothers continue the publication of their new and revised edition of William Black's novels by issuing "The Beautiful Wretch," "White Wings" and "Sunrise." These volumes are in uniform style with others of the same set. Cloth, 90 cents each.

D. Appleton & Co. publish a new novel, by Molly Elliott Seawell, entitled "Children of Destiny." It is a bright, wholesome story, and is published in uniform style with the author's previous works. "Throckmorton," "Maid Marion," etc. Cloth, $1.

ENCAMPMENT FUND.

No Decrease in the Average Rate of the Subscriptions Reported.

Suscriptions to the G. A. R. National Encampment fund continue to be reported at the Commercial Club office at the usual daily average rate. Among the members who yesterday sent in $50 or more were Messrs. J. L. Fisher, H. P. Wasson, George Pfau and James R. Ross. Additional subscriptions were reported by Messrs. T. J. Hamilton and J. L. Fisher, making the total amount for each in excess of $100. The reports for the day were as follows:

Additional subscriptions taken by T. J. Hamilton—Brinker & Haberey, $5; William J. Parkinson, $5; Daniel Wolf, $5.

Additional subscriptions of employes of C., H. & D. freight office, taken by J. L. Fisher—H. G. Stiles, $10; F. H. Ensworth, $2; Will F. Fox, $2; D. J. Curron, $2; Henry Reynolds, $2; F. H. Stiles, $2; W. C. Masterson, $1; F. A. Ebersole, $1; George S. Smith, $5; A. L. Langley, $1; W. S. Galloway, $1; George M. Corbaley, $1; O. T. Parker, $2; J. L. McFarland, $5; M. V. Hoffman, $1; L. E. Newson, $1; A. Galloway, $5.

Subscriptions taken by L. E. Campbell—G. H. Childs, $5; L. E. Campbell, $5; Commercial Accident Company, $10; Eaglesfield & Baker, $5; W. Clark Jewell, $10.

Subscriptions taken by H. P. Wasson—H. P. Wasson (previous subscription, $300), $25; J. E. Lybrand; $5; J. D. Lingo; $5; J. Daglish, $5; H. M. Green, $5; P. J. Delahunt, $5; J. W. Smith, $6; B. J. Mueller, $2; Henry G. Pfeiffer, $2; J. Marks, $1; John H. Sullivan, $1; A. G. Probert, $1; J. N. Dooly, $1; Charles Scrimsher, $1; C. O. Dunn, $1; A. Nieten, $1; E. W. Lewellen, $1; J. D. Ballard, $1; D. DeWitt Nay, $1; T. W. Mitchell, $1; I. S. Matkin, $1; Chris W. Wilborn, $1; H. L. Mitchell, $1; S. J. Brown, 50 cents; cash, 50 cents.

Subscriptions taken by George Pfau and Jas. R. Ross—Jacob Bos, $25; R. W. Feldkamp, $25; Groendwold & Behringer, $15.

Subscriptions taken by S. F. Gallaway—S. F. Gallaway, $10; W. S. Barkley, $5; Henry Marks, $2; W. F. Wicken, $2; Harrison Brown, $1.

Subscriptions taken by Col. I. N. Walker—I. N. Walker, $10; Irvin Robbins, $10; Z. A. Smith, $10; O. R. Weaver, $10; L. S. Shuler, $5.

Subscriptions taken by John Kistner and J. W. Loepper—Doc Zapf, $5; Moxley & Higgins, $5; John Kistner, $10; John Ebner, $5.

WRESTLING MATCHES.

Scheller Issues a Challenge—McInerney and "Callihan" to Have a Bout.

The following communication has been received from Bert Scheller:

There are only a few good Græco-Roman wrestlers in America, they being Evan Lewis, Earnest Roeber, Charles Wittmer and Thomas McInerney. I am now ready to wrestle any man in America, the match to be Græco-Roman style, best two falls out of three, for from $100 to $500 a side and the 170-pound championship of America. As soon as my challenge is accepted by any wrestler of a reasonable reputation I will post a forfeit to show that I mean business. As regards McInerney's offer to wrestle me another match at catch-as-catch-can style I will say that as soon as he gets through with Callihan I will accept and wrestle him again. The above challenge is open at all times and against all men. Papers copy.

BERT SCHELLER.

Last evening a telegram was received from Manager Fennessey, of the Empire, offering a purse of $300 for the wrestling match between McInerney and "Callihan" for next Monday night. The wrestlers accepted and articles were signed last night.

Pool Tournament.

On next Monday night a continuous pool tournament will be begun at Parnell Hall. There are to be four contestants, S. D. Kesler, Eugene O'Connor, George Nicholson and Albert Brown. There will be twelve games played of 150 balls each, and there will be three prizes offered. The first is an ivory mounted cue valued at $15, the second $10 and the third $5. The game Monday night will be between Kesler and Nicholson. Kesler is the man who won the Grand Hotel championship in 1891, and is a player of considerable local reputation.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed.

Pensions have been granted the following-named Indianians:

Original—Henry Goldsberry, Adolph Hufenhauser, Henry Burton, Harden P. Wood, Huston Matthew Bastian, William Austin, Isaac Crawford, George W. Wolfe, Henry Crowder, John Ziegler, Jerome Barker, John Isaac Skerritt, Sarah A. Pollard (nurse.) Additional—Thomas J. Action, Joshua Abshire, Benjamin F. Piper, Samuel Spencer DeWitt, Peter H. Robertson, Jonathan Wollington, Francis M. Werst, John Sunkes. Increase—William Jeff, Valentine Hoffman, Daniel Stonehill, Columbus T. Parker, James W. Ellis, Enoch Lines, William H. Philips, William Mendham, John D. Emehiser. Reissue—Napoleon B. Reynerson, James J. Warthen, Robison McDowell. Original widows, etc.—Melvina A. Sapp (mother), Alice Randall, Elizabeth, J. Bonnell, minors of Nehemiah Hill. Supplemental—Minors of Isaac Smith.

TO RESIDENTS OF ILLINOIS.

Original—Edwin W. Dace, Martin Barkley, Titus C. Case, P. F. Gay, Thomas Walker, Harvey C. Hull, John Coyne, David McGrim, John Bell, George W. Garlick, Henry C. Honaman, Alfred C. Campbell. Additional—Alman C. Strickland, Samuel I. C. Hewitt. Increase—John A. Dinkel, James Anderson, Jesse H. Elmore, C. Montgomery. Reissue—William Calback, James Watson, Archibald Spring, Lauren W. Coe. Original widows, etc.—Mary Jane Colback, Sarah E. Scott, Eliza Smoot, Sarah Scott, minors of Isaac Ramsey, Mary A. Jennings. Mexican war survivor—Theron Potter. Survivor Indian war—Charles Scott.

The Difference Is Slight.

Pittsburg Chronicle-Telegraph.

"There isn't a great deal of difference between a dog and a sheep," said the thoughtful man.

"Ah!" replied the man who did not think so much.

"No; the dog has fleas and the sheep has a fleece."

SPRING medicine and Hood's Sarsaparilla are synonymous terms, so popular is this great medicine at this season.

A Woman's Letter.

"Dear Mrs. Pinkham:

"If any one wants to know how good your medicine is, just refer them to me.

"I was so low, people thought I never could get well again.

"The trouble was in my womb, causing bearing-down and severe backache. I was so nervous and irritable my people could hardly live with me. Sometimes I would almost fall down, I was so dizzy, and how I did lie awake nights! I thought I should go crazy!

"But now all that is changed, and I am a well woman. I owe all to *Lydia E. Pinkham's Vegetable Compound.* Now, when I do not feel just right, I take a bottle of your medicine and a box of your pills. They never fail."

—*Mrs. L. Travis, Thurlow, Pa.*

All druggists sell it. Address in confidence, LYDIA E. PINKHAM MED. CO., LYNN, MASS.

Lydia E. Pinkham's Liver Pills, 25 cents.

PROPOSALS FOR THE CONSTRUCTION OF AN ADDITION TO THE INDIANA STATE NORMAL SCHOOL.

Sealed bids will be received by the Trustees of the Indiana State Normal School up to noon of Wednesday, May 2, 1893, for the erection of an addition to the Indiana State Normal School Building, according to drawings and specifications made by Floyd & Stone, architects, Terre Haute, Indiana. Drawings, specifications, etc., can be seen at the office of Floyd & Stone, 681½ Wabash avenue, Terre Haute, Indiana, or 49-50 Ingalls Block, Indianapolis. Each bid must be accompanied by a certified check for $200 as a guarantee that the bidder will enter into contract and furnish bond. All bids must be made on blanks furnished by the architects, and all proposals must be addressed to W. W. PARSONS, President Indiana State Normal School, Terre Haute, Indiana, and plainly marked "Proposal for Erecting Addition to the Indiana State Normal School Building." The right is reserved to reject any or all proposals.

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feeling better—better in every-way. There's more consolation in that than well people stop to ponder. To get back flesh and spirits is everything.

Scott's Emulsion

of pure Cod Liver Oil with Hypophosphites is prescribed by leading physicians everywhere for ailments that are causing rapid loss of flesh and vital strength.

Scott's Emulsion will do more than to stop a lingering Cough—it fortifies the system AGAINST coughs and colds.

Prepared by Scott & Bowne, N. Y. All druggists.

TWENTY YEARS THE LEADER!!!

Coughs, Pleurisy, Rheumatism, Sciatica, Lumbago Back-Ache, and all External Ailments removed quickly by

BENSON'S

which is the only POROUS PLASTER that contains powerful and curative modern ingredients YET ABSOLUTELY SAFE and POSITIVE in its action.

Benson's Plasters Prevent Pneumonia.

It does not cure chronic ailments in a minute, nor does it create an electric battery or current in the system, nor will it cure by merely reading the label, all such claims are made by quacks and humbugs. BENSON'S is endorsed by 5,000 Physicians and Druggists.

CAUTION—Don't be duped by unscrupulous Druggists who offer cheap trash which they claim is just as good or better than BENSON'S. Get the Genuine, always reliable. Keep them at home for emergencies.

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Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large pies. Avoid imitations—and insist on having the NONE SUCH brand.

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A Cup of Bouillon | Palatable, Pure, Refreshing and Stimulating. . .

can be made in three minutes, thus: take a cup of boiling hot water, stir in a quarter teaspoon (not more) of

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Then add an egg—and some sherry if liked—season carefully . . . . . .

RAILWAY TIME-TABLES.

Indianapolis Union Station.

Pennsylvania Lines.

Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and Washington Streets.

TRAINS RUN AS FOLLOWS:

*Daily. † Daily, except Sunday.

FROM INDIANAPOLIS TO	LEAVE	ARRIVE
Columbus, Ind., and Louisville	*3:40 am	*12:15 am
Philadelphia and New York	*5:00 am	*10:15 pm
Baltimore and Washington	*5:00 am	*10:15 pm
Dayton and Springfield	*8:00 am	†10:15 pm
Martinsville and Vincennes	*8:00 am	*3:15 pm
Madison and Louisville	†8:05 am	†6:00 pm
Richmond and Columbus, O	†8:00 am	†3:45 pm
Logansport and Chicago	*11:20 am	*3:55 pm
Dayton and Columbus	*11:45 am	*7:55 am
Philadelphia and New York	*3:00 pm	*10:30 am
Baltimore and Washington	*3:00 pm	*10:30 am
Dayton and Springfield	*3:00 pm	*10:30 am
Knightstown and Richmond	†4:00 pm	†9:00 am
Columbus, Ind., and Louisville	*4:00 pm	*11:15 am
Martinsville and Vincennes	†4:05 pm	†10,55 am
Columbus, Ind., and Madison	†4:30 pm	†10:30 am
Pittsburg and East	*5:30 pm	*11:59 am
Dayton and Xenia	*5:30 pm	*11:59 am
Logansport and Chicago	*12:30 am	*3:30 am

VANDALIA LINE. SHORTEST ROUTE TO ST. LOUIS AND THE WEST.

From Indianapolis Union Station.

Trains leave for St. Louis, 8:10 am., 12:10 pm 10:45 am, 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 pm train.

Greencastle and Terre Haute Accommodation leaves 4:00 pm.

Arrive from St. Louis 3:30 am, 4:50 am, 2:50 pm, 5:20 pm, 7:45 pm.

Terre Haute and Greencastle Accommodation arrives at 10:00 am.

Sleeping and Parlor Cars are run on through trains.

MONON ROUTE Monarch of the Michigan Regulators. The Vestibuled PULLMAN CAR LINE

Leave Indianapolis—

No. 32—Chicago Lim., Pullman Vestibuled coaches, parlor and dining car, daily ..... 11:35 am

Arrive in Chicago 5:20 pm.

No. 34—Chicago Night Ex., Pullman Vestibuled coaches and sleepers, daily ..... 12:50 am

Arrive in Chicago 7:35 am.

No. 38—Monon Accommodation ..... 5:20 pm

Arrive at Indianapolis—

No. 31—Vestibule, daily ..... 4:20 pm

No. 33—Vestibule, daily ..... 3:35 am

No. 39—Monon Accommodation ..... 10:40 am

Pullman Vestibuled Sleepers for Chicago stand at west end of Union Station, and can be taken at 8:30 p. m. daily.

TICKET OFFICES—No. 26 South Illinois street and at Union Station.

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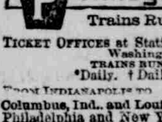

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