

RAILROADS TAKING ALARM

World's Fair July Traffic Doesn't Begin to Pan Out as Was Expected.

Western Roads Call a Meeting This Week at Chicago to Make a Big Cut—One Cent a Mile through Indiana in a Few Days.

The Western roads are at last ready to come down on world's fair rates, and they are ready to get almost to the bottom. The Chicago, Milwaukee & St. Paul, Northwestern, Aetna and Rock Island roads yesterday requested Chairman Caldwell, of the Western Passenger Association, to call a meeting for 10:30 Friday morning...

The establishment of a fare of one and one-half for the round-trip from points within two hundred miles of Chicago, the rate to be graded to the one and one-half fare is reached. Tickets good for the going passage commencing on date of sale, and good for the return passage from Chicago for any date within the final return limit.

One-way rates between important terminals are to be agreed upon for the purpose of being granted for St. Louis. In addition to this all rates to be used for selling and basing purposes. The association may not decide to yield all the points asked by the lines, but it is practically a foregone conclusion that it will grant the most important part...

J. B. Hill, general Western freight agent of the Pennsylvania lines, with headquarters at Chicago, who has been in the city for some days, returned to his headquarters last night.

W. H. McKee, president of the T. H. & I. road (Vandalia), is expected in the city to-day to look after some matters in connection with the Union Railway Company, of which he is president.

B. S. Sutton left for his new field yesterday, with the good wishes of his associates in the Chicago office. He is the superintendent of the Cairo division of the Big Four and will find it no light task.

The directors of the Pittsburg, Cincinnati, Chicago & St. Louis road last week re-elected George R. Roberts, president of the company. T. H. McKnight, of Pittsburg, treasurer, and S. B. Liggett secretary.

E. K. Morris, formerly with the Indiana, Bloomington & Western, but for two years past trainmaster on the Central Road of New Jersey, has been appointed division superintendent of the Long Island road.

A. B. Liggett, until recently with the Union Pacific, has succeeded J. W. Dickinson as superintendent of the Erie, but the last few years with the Erie, has resigned, and is now general agent for a company which furnishes material for cleaning engine boilers.

The trains leaving the Union Station at 4:30 and 7:30 p. m., over the Big Four, commencing with yesterday, stop at Acton Camp Grounds, and the train coming from that place at 10:30 a. m. will stop to bring passengers to Indianapolis.

A. A. Braden, master mechanic of the Lake Shore shop at Norwalk, O., has been promoted to the larger shops of the company at Cleveland, and E. E. Taylor, master mechanic of the Lake Shore shops at Elkhart, succeeds Mr. Braden at Norwalk.

Harry Arbutnot, a train dispatcher in the West of the Baltimore & Ohio at Norwalk, O., has invented a semaphore signal, which, he claims, has superiority over any other semaphore signal. Both the Baltimore & Ohio and the Pennsylvania lines are testing it.

On Saturday afternoon and evening the Big Four sold from Indianapolis proper 310 tickets for Chicago, extending any day's sales since the world's fair opened at the Monon and the Panhandle each had large sales, and the Lake Erie & Western took out 215 for Chicago, via Michigan City.

In June there arrived and departed at the Union Station 409 trains, hauling 26,399 cars, or an average of six and a half cars per train. This is the largest number of trains that ever arrived at the Union Station in any one month in the history of the company, and the number of cars to the train is the largest.

The scalpers who, the last few weeks, have been handling so many of the Panhandle, the Monon and the Big Four tickets for Chicago, are left in the lurch by the drop in rates. Many of these tickets were unused parts of tickets from Southern lines, and cost the scalpers more than they can now realize on them.

Superintendent Mansfield, of the Indianapolis & Vincennes, says he is surprised that the road is handling more loaded cars at this time than in July last year, as night are the grain shipments. He says the increase is due to the increase in business with the quartermen at Bedford, and with the coal operators, who are doing more than last year.

Aside from the health of Oscar Murray, vice president of the Big Four, his chief business in the West is the Erie, and Traffic Manager Walker, of the Chesapeake & Ohio, is to discuss and arrange with English directors matters affecting the management of the Chesapeake & Ohio steamship line, which operates between Newport News and Liverpool.

The locomotive Henry F. Shaw, which was built several years ago to illustrate certain mechanical ideas and was run over several of the roads of this country to exhibit its new features, is now in regular service on the Philadelphia & Cape May railroad. The engine was built to correct the evils of the hammer blow, and has a special device for the prevention of smoke and sparks which is really of merit.

Monday witnessed the inauguration of the Big Four Louisville train service. With superior facilities, a good schedule and the proper amount of energy, President Ingalls is anxious of the success of the project. On the evening train the use of chair cars will be given passengers free of extra charge. James Reeves, of Cincinnati, is in charge of the engine going east on the project. On the evening train the use of chair cars will be given passengers free of extra charge.

World's Fair Excursions.

The world's fair excursions, under the new system adopted by the Western Passenger Association, were inaugurated at Kansas City yesterday.

Personal, Local and General Notes. There were transferred over the Belt road last week 13,950 cars.

The first four days of July the Pennsylvania trains carried out of Philadelphia proper 15,111 passengers.

E. V. H. Carpenter, general freight and ticket agent of the Eastern Railroad of Minnesota, has resigned on account of ill health.

The Chicago and Ohio River Traffic Association (freight department), which usually holds its meetings in this city, will hold its July meeting in Chicago to-morrow.

E. A. Peck, general superintendent of the St. Louis, Iron Mountain & Eastern, has made arrangements to remove his family from this city to St. Louis, his headquarters.

In the week ending July 15 there were handled by the Belt road eleven of the stockyards 1,121 carloads of live stock, the largest business of any week since last October.

The link of road which connects the Chesapeake & Ohio with the Kanawha & Michigan was completed on Saturday last. The branch extends from Gauley to the K. & O. road.

An official of the Cincinnati, Hamilton & Dayton states that Aug. 15 has been designated as the date for the C. H. & D. to take control of the Indianapolis, Springfield & Western.

H. Haskell will, on Aug. 1, become superintendent of motive power of the Chicago & West Michigan. He is now master mechanic on the Mountain division of the North Pacific.

Philadelphia papers say that the Pennsylvania Railroad Company will give its clerks a free excursion to the world's fair. The Central has like scheme under contemplation.

J. B. Hill, general Western freight agent of the Pennsylvania lines, with headquarters at Chicago, who has been in the city for some days, returned to his headquarters last night.

W. H. McKee, president of the T. H. & I. road (Vandalia), is expected in the city to-day to look after some matters in connection with the Union Railway Company, of which he is president.

B. S. Sutton left for his new field yesterday, with the good wishes of his associates in the Chicago office. He is the superintendent of the Cairo division of the Big Four and will find it no light task.

The directors of the Pittsburg, Cincinnati, Chicago & St. Louis road last week re-elected George R. Roberts, president of the company. T. H. McKnight, of Pittsburg, treasurer, and S. B. Liggett secretary.

E. K. Morris, formerly with the Indiana, Bloomington & Western, but for two years past trainmaster on the Central Road of New Jersey, has been appointed division superintendent of the Long Island road.

A. B. Liggett, until recently with the Union Pacific, has succeeded J. W. Dickinson as superintendent of the Erie, but the last few years with the Erie, has resigned, and is now general agent for a company which furnishes material for cleaning engine boilers.

The trains leaving the Union Station at 4:30 and 7:30 p. m., over the Big Four, commencing with yesterday, stop at Acton Camp Grounds, and the train coming from that place at 10:30 a. m. will stop to bring passengers to Indianapolis.

A. A. Braden, master mechanic of the Lake Shore shop at Norwalk, O., has been promoted to the larger shops of the company at Cleveland, and E. E. Taylor, master mechanic of the Lake Shore shops at Elkhart, succeeds Mr. Braden at Norwalk.

Harry Arbutnot, a train dispatcher in the West of the Baltimore & Ohio at Norwalk, O., has invented a semaphore signal, which, he claims, has superiority over any other semaphore signal. Both the Baltimore & Ohio and the Pennsylvania lines are testing it.

On Saturday afternoon and evening the Big Four sold from Indianapolis proper 310 tickets for Chicago, extending any day's sales since the world's fair opened at the Monon and the Panhandle each had large sales, and the Lake Erie & Western took out 215 for Chicago, via Michigan City.

In June there arrived and departed at the Union Station 409 trains, hauling 26,399 cars, or an average of six and a half cars per train. This is the largest number of trains that ever arrived at the Union Station in any one month in the history of the company, and the number of cars to the train is the largest.

The scalpers who, the last few weeks, have been handling so many of the Panhandle, the Monon and the Big Four tickets for Chicago, are left in the lurch by the drop in rates. Many of these tickets were unused parts of tickets from Southern lines, and cost the scalpers more than they can now realize on them.

Superintendent Mansfield, of the Indianapolis & Vincennes, says he is surprised that the road is handling more loaded cars at this time than in July last year, as night are the grain shipments. He says the increase is due to the increase in business with the quartermen at Bedford, and with the coal operators, who are doing more than last year.

Aside from the health of Oscar Murray, vice president of the Big Four, his chief business in the West is the Erie, and Traffic Manager Walker, of the Chesapeake & Ohio, is to discuss and arrange with English directors matters affecting the management of the Chesapeake & Ohio steamship line, which operates between Newport News and Liverpool.

The locomotive Henry F. Shaw, which was built several years ago to illustrate certain mechanical ideas and was run over several of the roads of this country to exhibit its new features, is now in regular service on the Philadelphia & Cape May railroad. The engine was built to correct the evils of the hammer blow, and has a special device for the prevention of smoke and sparks which is really of merit.

What Caused the Trouble.

To the Editor of the Indianapolis Journal: The cause of the present stringency of the money market is due directly to the election of Grover Cleveland as President and a Democratic Congress.

The Democracy made their fight against a protective tariff and declared their intention of repealing the tariff on wool, tin plate, plate glass, steel blooms, etc. As soon as the result of the election was known the manufacturers of these articles, as well as others that enjoyed protection, decided as prudent business men to work off material or to fill orders, but not to manufacture or stock for future sales.

As a result of any reduction in the tariff would necessarily diminish their profits, if not cause a heavy loss; hence the discharge of all employes, with serious consequences. Free trade never started a fire or gave employment to an American workman, and never will. There has not been a single factory or business removed to the United States from Europe since the election of Cleveland, and now the balance of trade is against us, which case will result in the large sums of gold to pay the difference.

The repeal of the Sherman bill will not remedy this trouble. The stringency in the money market and consequent depression in business will not close until the manufacturers know what to do with the surplus of gold. A reduction of duties means a reduction of wages paid American mechanics, and consequently much suffering among wage-workers and those dependent upon them for support.

The repeal of the Sherman bill will not furnish work for a single workman or cause a money lender to decline the pure stringency, and it may put gold at a premium. The only action Congress can take that will restore confidence to the country is for that body to declare that they will not interfere with the existing tariff. That done, the wheels of our now silent manufacturing will at once be set in motion.

H. R. W. INDIANAPOLIS, July 12.

THE SWIFT SPECIFIC. For renovating the entire system, eliminating all poisons from the blood, and curing all cases of malarial origin, this preparation has no equal.

"For eighteen months I had an eating sore on my tongue. I was treated by best local physicians, but obtained no relief. The sore gradually grew worse. I finally took S. S. S., and was entirely cured after using a few bottles." C. B. McLESTER, Henderson, Tex.

Treatise on Blood and Skin Diseases mailed free. THE SWIFT SPECIFIC Co., Atlanta, Ga.

Said the Owl to himself, "If the moon I could get, whenever I'm dry, my throat I could wet; The moon is a quarter with a quarter I hear, you can purchase five gallons of Hires' Root Beer."

A Delicious, Temperance, Throat-Quenching, Refreshing Beverage. Good for any time of year. A 25c. package makes a gallon. Be sure and get Hires'.

WHAT DO YOU SEE IN THE MIRROR? Does a vision of perfect beauty greet you every day? Did it not, remember, largely depend on what she does. If she uses her "pretty" as a pretty does—a woman's beauty largely depends on what she does. If she uses her "pretty" as a pretty does—a woman's beauty largely depends on what she does.

Empress Josephine Face Cream. She cannot help but possess a faultless complexion, a soft, velvety texture that is ever the admiration of the opposite sex.

Empress Josephine Toilet Co., Dayton, Ohio.

BUSINESS DIRECTORY. CIGARS AND TOBACCO. P. L. CHAMBERS, JOBBER OF TOBACCO, Manufacturer of the celebrated JUDGE CIGAR.

PRINTING. MILLER PRINTING CO., 72 North Delaware St.

BYE-HOUSES. BRILL'S STEAM DYE WORKS. Patented and Laid out in a building of 1000 square feet.

DENTISTS. DENTIST. E. E. REESE, 24 1/2 East Ohio St., bet. Meridian and Penn.

BRASS FOUNDRY AND FINISHING SHOP. PIONEER BRASS WORKS. Mfrs. and Dealers in all kinds of Brass Goods, heavy and light Castings.

ARCHITECTS. WILLIAM N. BOWMAN, ARCHITECT, Room 13, Ingalls Block.

SEALS AND STENCILS. GEORGE MAYER, SEALS, STENCILS, STAMPS. CATALOGUE FREE. BERGIDIAN ST. CHICAGO, ILL.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS, E. C. & CO., Manufacturers and Repairers of Circular Saws, Mill Saws, and all other kinds of saws.

SAWS BELTING AND EMERY WHEELS. W. B. BARRY Saw & Supply Co., 132 S. Penn. St. All kinds of Saws Repaired.

MILL SUPPLIES AND OILS. Nurdyk & Marmon Co., (Established 1851), Founders and Machinists Mill and Elevator Builders.

ABSTRACTS OF TITLES. THEODORE STEIN, Successor to Wm. C. Anderson, ABSTRACTER OF TITLES, 86 EAST MARKET STREET.

ELLIOTT & BUTLER, Hartford Block, 84 East Market Street. ABSTRACTS OF TITLES. WARWICK H. RIPLEY, LAW AND ABSTRACT OFFICE, 21 Thorpe Block.

ATTORNEYS AT LAW. HEROD & HEROD, ATTORNEYS AND COUNSELORS AT LAW, 14, 15, 16 and 17 Fletcher's Bank Building.

WILLIAM PIRLÉ HEROD, ATTORNEY AT LAW, COUNSEL IN PATENT LITIGATION, To Rooms 14, 15, 16 & 17 Fletcher's Bank Building.

PHYSICIANS. DR. J. H. MANVILLE, OFFICE—78 North Illinois street. Calls promptly answered day or night.

DR. J. A. SUTCLIFFE, Surgeon, OFFICE—25 E. Ohio street. Hours—9 to 10 a. m., 2 to 3 p. m., Sundays excepted. Telephone 941.

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

DR. BRAYTON, OFFICE—26 E. Ohio from 10 to 12 and 2 to 4. RESIDENCE—508 East Washington street. House telephone 1279. Office telephone, 1454.

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

DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET. DR. C. I. FLETCHER, RESIDENCE—370 North Meridian street. OFFICE—369 South Meridian street. Office Hours—9 to 10 a. m., 2 to 4 p. m., 7 to 9 p. m. Telephone—900, 907, residence, 437.

DR. F. C. HEATH, EYE AND EAR ONLY, 19 West Ohio Street.

ELECTRICITY AND SPECIFIC MEDICINES IN ALL CHRONIC DISEASES. One week's trial treatment FREE.

In diseases of WOMEN, Nervous Debility, Stricture and all chronic diseases peculiar to MALES. DR. ROBBINS, 65 INDIANA AVENUE. STEEL-HIBBON LAWN FENCE. PRICES REDUCED.

Champion Iron and Steel Ribbon Lawn Fence, Wrought-Iron Fences and Gates, Iron Fence Posts. ELLIS & HENDERSON, 102 to 105 South Mississippi street.

OPTICIANS. LENSES FITTED TO ORDER. LENSES GROUND TO ORDER. LEO LANDO, OPTICIAN, 62 EAST MARKET ST. INDIANAPOLIS-IND.

SAFE DEPOSIT. SAFE-DEPOSIT VAULT. Absolute safety against Fire and Burglar. Finest and only Vault of the kind in the State.

S. A. Fletcher & Co. Safe-Deposit. John S. Tarkington, Manager. LADIES' SHOES. Fashionable LADIES' AND CHILDREN'S SHOES.

W. M. HIRD, JR., General Agents Telephone 1549. 16 North Pennsylvania street, Indianapolis.

ARCHITECTS. WILLIAM N. BOWMAN, ARCHITECT, Room 13, Ingalls Block.

SEALS AND STENCILS. GEORGE MAYER, SEALS, STENCILS, STAMPS. CATALOGUE FREE. BERGIDIAN ST. CHICAGO, ILL.

COPY OF STATEMENT OF THE CONDITION OF THE

Northwestern National Insurance Co

On the 30th day of June, 1893. Located at 87 Michigan street, Milwaukee, Wis.

ALFRED JAMES, President. JOHN P. MCGHEOR, Secretary. The amount of its capital is \$500,000. The amount of its capital paid up is \$500,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in bank \$106,088.09. Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value 455,400.00.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 603,400.00. Debits otherwise secured—interest accrued 82,018.84. Total assets \$1,196,906.93.

LIABILITIES. Losses adjusted and not due \$7,374.94. Losses unadjusted 36,048.00. Losses in suspense, waiting for further proof 1,000.00.

All other claims against the company 109.33. Amount necessary to reimburse outstanding risks 617,520.22. Total liabilities \$718,994.23. The greatest amount in any one risk, \$15,000.

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, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

COPY OF STATEMENT OF THE CONDITION OF THE

Farmers' Fire Insurance Company

On the 31st day of December, 1892. Located at No. 29 East Market street, York, Pa.

G. EDW. HEBB, President. D. STRICKLER, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the York National Bank \$43,930.79. Real estate unincumbered 11,450.00. Bonds owned by the company, bearing interest at the rate of 6 per cent, as per schedule filed, market value 312,421.00.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 203,499.89. Debits otherwise secured—interest due and accrued and renis 17,237.21. All other securities—collateral loans 1,000.00.

Total assets \$628,423.51. LIABILITIES. Taxes \$3,500.00. Losses adjusted 11,450.00. Losses unadjusted 21,233.00. Losses in suspense waiting for further proof 3,000.00.

All other claims against the company 109.33. Amount necessary to reimburse outstanding risks 338,536.99. Total liabilities \$378,341.32. The greatest amount in any one risk, \$5,000.

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 31st day of December, 1892, as shown by the original statement, and that the said original statement is now on file in this office.

COPY OF STATEMENT OF THE CONDITION OF THE

Equitable Life Ins. Company of Iowa

On the 30th day of June, 1893. Located at 200 Fifth street, Des Moines, Iowa.

CYRUS KIRK, Vice President. J. C. CUMMINS, Secretary. The amount of its capital is \$100,000. The amount of its capital paid up is 100,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons \$18,078.91. Real estate unincumbered 8,538.20.

Bonds owned by the company, bearing interest at the rate of 6 to 10 per cent, as per schedule filed, market value 62,974.42. Premium notes and loans on policies 39,084.48.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 81,474.00. Debits otherwise secured—being loans on collaterals 2,038.99.

Agents' commissions—estimated 11,837.71. Interest due and accrued on all securities—estimated 20,000.00. Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 673,888.90.

Debits otherwise secured 582.02. Debits for premiums—less loading 20 per cent, estimated 28,700.00. All other securities—value of real estate over cost, estimated 4,100.00. Total assets \$938,959.63.

LIABILITIES. Amount necessary to reimburse outstanding risks—Actuarial's table, 4 per cent. \$681,199.47. Total liabilities \$681,199.47. The greatest amount in any one risk, \$20,000.

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, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

COPY OF STATEMENT OF THE CONDITION OF THE

Penn Mutual Life Insurance Company

On the 30th day of June, 1893. Located at Nos. 921, 923 and 925 Chestnut street, Philadelphia, Pa.

EDWARD M. NEEDLES, President. HENRY C. BROWN, Secretary and Treasurer. THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand, in banks and trust companies, and in the hands of agents or other persons \$154,462.27. Real estate unincumbered, including home office 1,062,607.78.

Bonds owned by the company, bearing interest at the rate of 6 per cent, as per schedule filed, market value 6,500,585.00. Loans on bonds and mortgages of real estate and ground rent worth double the amount for which the same is mortgaged, and free from any prior incumbrance 8,154,877.05.

Debits otherwise secured—being loans on collaterals 1,851,936.00. Agents' commissions—estimated 11,837.71. Interest due and accrued on all securities—estimated 20,000.00.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 673,888.90. Debits otherwise secured 582.02. Debits for premiums—less loading 20 per cent, estimated 28,700.00. All other securities—value of real estate over cost, estimated 4,100.00. Total assets \$20,808,942.29.

LIABILITIES. Losses adjusted and not due \$18,949.00. Losses unadjusted 1,062,607.78. Losses in suspense, waiting for further proof 1,000.00.

All other claims against the company—being premiums paid in advance, etc. 17,919,435.48. Amount necessary to reimburse outstanding risks at 4 per cent. \$16,185,943.43. Total liabilities \$16,185,943.43. The greatest amount in any one risk, \$50,000.

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, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

COPY OF STATEMENT OF THE CONDITION OF THE

Hartford Steam Boiler Inspection and Insurance Company

On the 30th day of June, 1893. Located at No. 213 Main street, Hartford, Conn.

J. M. ALLEN, President. J. B. PIERCE, Secretary. The amount of its capital is \$500,000. The amount of its capital paid up is \$500,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in bank \$83,202.84. Real estate unincumbered 89,226.72.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value 1,061,077.04. Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 330,887.85.

Debits otherwise secured 5,000.00. Interest accrued 32,214.67. Debits for premiums—less loading 20 per cent, estimated 1,000.00. Total assets \$1,999,437.12.

LIABILITIES. Losses unadjusted \$23,880.81. Amount necessary to reimburse outstanding risks 853,085.82. Total liabilities \$876,966.63. The greatest amount in any one risk, \$50,000.

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, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

THE SUNDAY JOURNAL

Will be sent by mail to any address for \$3 PER ANNUM.