PULLMAN'S VERSION

SLEEPING-CAR MAGNATE GIVES HIS SIDE OF THE CONTROVERSY

Which Culminated in the Great Strike—Absolute Necessity for Recent Reductions of Wages.

This very readable presentation of Mr. Pullman's side of the controversy between himself and his employes at Pullman is taken from the current issue of the Railway Age. It embodies a statement of the affairs of the company, made by Mr. Pullman to his employes May 9, just before the great strike was inaugurated:

In the first week of May last there were employed in the car manufacturing department at Pullman, Ill., about 6,100 persons. May 7 a committee of workmen had an interview, by arrangement, with Mr. Wickes, the vice president, at which the principal subject of discussion related to wages, but minor grievances as to shop administration were also presented, and it was agreed that another meeting should be held May 9, at which all the grievances should be presented in writing. The second meeting was held. As to the complaints on all matters except wages it was arranged that a formal and thorough investigation should be made by Mr. Wickes, to be begun the next day, and full redress was assured to the committee as to all complaints proved to be well founded.

The absolute necessity of the late reduction in wages, under the existing condition of the business of car manufacturing, had been explained to the committee, and they were insisting upon a restoration of the wage scale of the first half of 1893, when Mr. Pullman entered the room and addressed the committee, speaking in substance as follows:

At the commencement of the very serious depression last year we were employing at Pullman 5,816 men, and paying out in wages there $305,000 a month. Negotiations with intending purchasers of railway equipment that were then pending for new work were stopped by them, orders already given by others were canceled, and we were obliged to lay off, as you are aware, a large number of men in every department, so that by Nov. 1, 1893, there were only about two thousand men in all departments, or about one-third of the normal number. I realized the necessity for the most strenuous exertions to procure work immediately, without which there would be great embarrassment, not only to the employes and their families at Pullman, but also to those living in the immediate vicinity, including between seven hundred and eight hundred employes who had purchased homes and to whom employment was actually necessary to enable them to complete their payments.

HE SECURED WORK.

I canvassed the matter thoroughly with the manager of the works, and instructed him to cause the men to be assured that the company would do everything in its power to meet the competition which was sure to occur because of the great number of large car manufacturers that were in the same condition, and were exceedingly anxious to keep their men employed. I knew that if there was any work to be let bids for it would be let upon a much lower basis than ever before. (Note—The selling prices of passenger, baggage, box, refrigerator and street cars have in the last two years fallen by percentages varying in the separate classes from 17 to 28, the average reduction, taking the five classes together, being 24 per cent.) The result of this discussion was a revision in piece-work prices, which, in the absence of any information to the contrary, I supposed to be acceptable to the men under the circumstances. Under these conditions, and with lower prices upon all materials, I personally undertook the work of the letting of cars, and by making lower bids than other manufacturers I secured work enough to gradually increase our force from 2,200 to 4,200, the number employed according to the April pay roll in all capacities at Pullman.

This result has not been accomplished merely by reduction in wages, but the company has borne its full share by eliminating from its estimates the use of capital and machinery, and in many cases going even below that and taking work at considerable loss, notably the fifty-five Long Island cars, which was the first large order of passenger cars let since the great depression, and which was sought for by practically all the leading car builders in the country. My anxiety to secure that order, so as to put as many men to work as possible, was such that I put in a bid at more than $300 per car less than the actual cost to the company. The 300 stock cars built for the Northwestern road and the 250 refrigerator cars now under construction for the same company will result in a loss of at least $12 per car, and twenty-five cars just built for the Lake-street elevated road show a loss of $79 a car. I mention these particulars so that you may understand what the company has done for the mutual interest and to secure for the people at Pullman and vicinity the benefit of the disbursement of the large sums of money involved in these and similar contracts, which can be kept up only by the procurement of new orders for cars, for, as you know, about three-fourths of the men must depend upon contract work for employment. I can only assure you that if this company now restores the wages of the first half of 1893, as you have asked, it would be a most unfortunate thing for the men, because there is less than sixty days of contract work in sight in the shops under all orders, and there is absolutely no possibility in the present condition of affairs throughout the country of getting any more orders for work at prices measured by the wages of May, 1893. Under such a scale the works would necessarily close down and the great majority of the employes be put in idleness, a contingency I am using my best efforts to avoid.

TRYING TO CARE FOR HIS MEN.

To further benefit the people of Pullman and vicinity we concentrated all the work that we could command at that point by closing our Detroit shops entirely, and laying off a large number of men at other repair shops, and gave to Pullman the repair of all cars that could be taken care of there.

Also, for the further benefit of our people at Pullman we have carried on a large system of internal improvements, having expended nearly $100,000 since August last on work which, under normal conditions, would have been spread over one or two years. The policy would be to continue this class of work to as great an extent as possible, provided, of course, the Pullman men show a proper appreciation of the situation by doing whatever they can to help themselves to tide over the hard times, which are so seriously felt in every part of the country.

There have been some complaints made about rents. As to this, I would say that the return to this company of the capital invested in the Pullman tenements for the last year and the year before was 3.32 per cent. There are hundreds of tenements in Pullman renting from $5 to $9 per month, and the tenants are relieved of the usual expenses of the exterior cleaning and removal of garbage, which is done by the company. The average amount collected from employes for gas consumed is about $2 a month. To ascertain the exact amount of water consumed by the tenants, separate from the amount consumed by the works, we have recently put in meters, by which we find that the water consumed by the tenants, if paid for at the rate of 4 cents per 1,000 gallons, in accordance with our original contract with the village of Hyde Park, would amount to about $1,000 a month, almost exactly the rate which we have charged the tenants, this company assuming the expenses of pumping. At the increased rate the city is now charging us for water, we are paying about $900 a month in excess of the amount charged to the tenants. The present pay rolls at Pullman amount to about $7,000 a day.

On the question of rents, while, as stated above, they made a manifestly inadequate return upon the investment, so that it is clear they are not in fact at an arbitrarily high figure, it may be added that it would not be possible in a business sense so to deal with them. The renting of the dwellings and the employment of workmen at Pullman are in no way tied together. The dwellings and apartments are offered for rent in competition with those of the immediately adjacent towns of Kensington, Roseland and Gano. They are let alike to Pullman employes and to very many others in no way connected with the company, and on the other hand many Pullman employes rent or own their homes in those adjacent towns. The average rental at Pullman is at the rate of $3 per room per month. There are 1,200 tenements of varying numbers of rooms, the average monthly rental of which is $10. Of these there are 200 the average rental of which is $8. In very many cases men with families pay a rent seemingly large for a workman, but which is in fact reduced in part, and often wholly repaid, by the subrent paid by single men as lodgers.

THE STRIKE DECIDED UPON.

May 10, the day after the second conference above mentioned, work went on at Pullman as usual, and the only incident of note was the beginning by Mr. Wickes, assisted by Mr. Brown, the general manager of the company, of the promised formal investigation at Pullman of the shop complaints. A large meeting of employes had been held the night before at Kensington, which, as was understood by the company, accepted the necessity of the situation preventing an increase of wages; but at a meeting of the local committee, held during the night of May 10, a strike was decided upon, and accordingly the next day about 2,500 of the employes quit work, leaving about six hundred at work, of whom very few were skilled workmen. As it was found impracticable to keep the shops in operation with a force thus diminished and disorganized, the next day those remaining were necessarily laid off, and no work has since been done in the shops.

The pay-rolls at the time amounted to about $7,000 a day, and were reduced $5,500 by the strike, so that during the period of a little more than six weeks which has elapsed the employes who quit their work have deprived themselves and their comrades of earnings of more than $200,000.

It is an element of the whole situation worthy of note that at the beginning of the strike the Pullman Savings Bank had on deposit in its savings department $488,000, of which about nine-tenths belonged to employes at Pullman, and that this amount has since been reduced by the sum of $32,000.

While deploring the possibility of annoyance to the public by the threats of irresponsible organizations to interrupt the orderly ministration to the comfort of travelers on railway lines aggregating 125,000 miles in length, the Pullman company can do no more than explain its situation to the public. It has two separate branches of business, essentially distinct from each other; one is to provide sleeping cars, which are delivered by it under contract to the various railway companies to be run by them on their lines as a part of their trains for the carriage of their passengers, over the movement of which this company has no control. Contract arrangements provide for the making of all repairs to such cars by the railway companies using them, as to certain repairs absolutely, and as to all others upon the request of the Pullman company, which ordinarily finds it most convenient to utilize its own manufacturing facilities to make such repairs. The other, and distinct branch of the business of the Pullman company, is the manufacture of sleeping cars for the above-mentioned use of railway companies and the manufacture for sale to railway companies of freight cars and ordinary passenger cars, and of street cars, and this business is almost at a standstill throughout the United States. The business of manufacturing cars for sale gives employment to about 70 per cent. of the shop employes. The manufacture of sleeping cars for use by railway companies under contract and which, under normal conditions, gives employment to about 15 per cent. of the shop employes, cannot be resumed by the company to an important extent for a very long time, for out of the provision made for the abnormal travel last year the company now has about four hundred sleeping cars in store ready for use, but for which there is no need in the existing conditions of public travel.

It is now threatened by the American Railway Union officials that railway companies using Pullman sleeping cars shall be compelled to deprive their passengers of sleeping car accommodations unless the Pullman company will agree to submit to arbitration the question as to whether or not it shall open its manufacturing shops at Pullman and operate them under a scale of wages which would cause a daily loss to it of one-fourth the wages paid.

OPERA BOUFFE IN POLITICS.

An Amusing Treat to Which the Public Will Soon Be Invited.

Hon. Will Cumback, in Cincinnati Commercial-Gazette.

A great treat is just ahead of us in politics. We need something operatic and dramatic. It has been very solemn these pessimistic times. We have been walking round in the graveyard of buried hopes and deceased fortunes until deep lines of disappointment have been plowed through the human face. The ordinary joke has lost its force and smiling is rapidly becoming an art of former times. Some few people have become fierce and savage and all are somewhat serious over the situation. But all this will soon come to an end. There is fun in the near future for us all.

There can be no reasonable doubt but that the Democratic Congress will adjourn some time, and that soon. And it may not be in accord with their wishes, yet the members will then visit their constituents. Then the curtain will be rung up and the entertainment will begin. That they will draw good houses goes without saying. The crowds of small boys that gather round the circus clown when he appears on the streets will not be worthy of note when compared to the surging masses who will want to see and hear the Senator or Representative who will play the farce of defending this administration "for one night only." It will be such a roaring farce that we shall forget all our present troubles.

How the farmer will scream with joy and delight as the actor proves how well the Democrats have put up the price of the products of the farm, and how the laboring man will jerk off his hat and disturb all the surrounding air as he gracefully and vigorously whirls it round, cheering the fulfillment of the old promises of two years ago of "more work and better prices for labor." How all will join in the chorus as the actor shows how Congress smashed the Sugar Trust and slew with great slaughter the whisky combine. How the old soldier who had his pension taken from him, and with it his hope for life, will howl with joy when the actor convinces him that he is his best friend—the best he ever had—and that Hoke Smith is the fulfillment of prophecy.

And then when in a dramatic way he exhibits his talent by proving that the Republicans had marred the beauty and symmetry of the treasury by permitting to accumulate a bulky surplus, and that this thing, so unsightly to Cleveland and Carlisle, had been removed, and a beautiful and rapidly increasing deficiency had taken its place, and then how the public debt in the hands of the Republicans had been constantly on the decline, but now was fully restored to health again—that it was taking on more flesh and vigor, and would soon be able, as in the days of Buchanan, to knock the life out of the public credit.

And in the second act he can show how Congress has revived the martial and patriotic spirit of the people, by resurrecting the war taxes, that the Republicans had buried out of sight, how they yelled for free coinage of silver before the election and then hissed it out of Congress afterward, how they denounced the unconstitutional robbery of the McKinley bill, and then took a section of the same bill every day for months and put it in their Wilson bill and christened it Democracy.

In the last act the actor will, no doubt, show how the great and only Cleveland sent a minister to President Dole, of the Sandwich Islands, and wrote a love letter to him, and then told his minister to flirt with Queen Lil, and get her in Dole's place if he could.

If there be any idle painters these times (and I presume some could be found if diligent search were made), they ought to be put to work at once to prepare proper scenical accompaniments for the Democratic show that will soon make a date in every town along in the hazy days of September, or, perhaps, in the earlier dog days, which might be more appropriate.

And then these shows will be free, which will enable a large class to attend. Otherwise they might be debarred from the delight of the entertainment. We wait impatiently for the band to begin to play. We long to see the Democratic elephant go round the ring. The swallowing of swords and daggers will be tame and stupid amusement to that of seeing a Democratic orator swallow himself.

But the roar of the applause will be deafening when the actor exhibits the tariff bill and the Chicago platform at the same time. Bring on the show. No admittance fee and no reserved seats, except for past favors the front seats will be tendered the Populists.

Matthews and Altgeld.

New York Tribune.

The strong and earnest words of Gov. Matthews, of Indiana, are in refreshing and agreeable contrast with the ill-timed arguments and foolish conduct of his neighbor across the Illinois line. Mr. Matthews pronounces President Cleveland's rebuke to Altgeld dignified, pointed and timely, and says that in times like the present it is dangerous to criticise the acts of courts and officials. He also shows a clear comprehension of the situation when he declares that the fight is not being waged against labor, but against lawlessness, violence and anarchy. If Illinois had a man like Mr. Matthews, instead of an Anarchist sympathizer, in its Governor's chair, the uprising in that State would never have reached alarming proportions.

My husband and I have taken three bottles of Hood's Sarsaparilla, and both have received benefit from it. DODE L. HARRIS, Haughville, Ind.

P. M. ARTHUR'S COURSE

BROTHERHOOD ENGINEER COMMENDS THE ACTION OF HIS CHIEF.

Too Honorable a Man to Be Disturbed by Debs and Howard—The Pennsylvania and Its Employes.

Yesterday a representative of the Journal was in conversation with members of the Brotherhood of Locomotive Engineers when the attitude of the leaders of the American Railway Union toward Grand Chief Arthur, of the Brotherhood of Locomotive Engineers, was alluded to, which led one of the engineers to remark that "Mr. Arthur is too honorable a man to be liked by such disturbers as Debs and Howard and others who might be named; even in our own membership there are some who dislike Arthur, but when pinned down the only reason they dislike him is that he is too conservative, but this conservatism has placed our brotherhood in its present enviable position as compared with most labor organizations. The history of our organization since P. M. Arthur was made its grand chief will show that in no case has he in the least deviated from any agreement that he on representation of the brotherhood had entered into with a railroad company. When by an agreement a scale of wages is fixed upon and other rules are agreed upon with a railroad company Grand Chief Arthur insists the brotherhood must observe the agreement unless something dishonorable is done by the railroad company, and this has made him a few enemies in our own brotherhood, but in every case, when investigated by our level-headed members, Arthur is shown to have acted honorably and in a manner which best protected our organization, and in every case he has lived down any scandal or unkind thrust made against him for not carrying out the wishes of some hot-headed members in our organization or of some other of the railway associations. When Grand Chief Arthur enters into an agreement with a railway company he studies the matter and guards against any questions which may arise before the agreement as to its term of existence expires, and this has prevented more than one strike and has resulted in the arbitration of some knotty questions, which, with unbalanced men at the head of an organization, would have led to a vast amount of trouble."

What Makes Loyal Railway Employes

So much favorable comment is heard over the manner the business of the Pennsylvania lines has been handled the last few days that it led an observing man to remark yesterday that the prompt movement of the pay car was an important item. He said that he knew it to be a fact, based on the statement of John F. Miller, general superintendent of the southwestern system, that not in the last twenty years had the pay car failed to be at a certain point on a certain day of each month, and the pay train did not from month to month fail to be at such point on the time scheduled. The pay trains on the Pennsylvania lines are scheduled to run on certain days, and, on time as carefully as are other trains, and every employe knows just what hour of each month he can get his pay. While all over the country the railway companies are paying with much greater regularity than a few years ago, there is not on many roads as much pains taken to have the pay car at certain points regularly each month. Another point in favor of Pennsylvania methods is that it is better to reduce the force than to cut the pay of the men; consequently through the depressed times the Pennsylvania lines have made no reduction in pay of trainmen. In speaking of this one of the officials said: "If you want to cut down your expenses 25 per cent. and have two hundred men, and can get along with 150 men, it is much better to let fifty men go than to make the 25 per cent. reduction in wages, as but fifty men are then dissatisfied, whereas, if you cut the wages of the two hundred men there are two hundred dissatisfied employes." An official of another road who heard the conversation said he thought that had President Ingalls cut down the number of employes 10 per cent. instead of reducing the wages of all 10 per cent. his men would have been more loyal than they now appear to be. At this point General Superintendent Miller came in and was asked to what he attributed the success of the Pennsylvania Company. He promptly answered: "In getting good, loyal men for officers, and doing so by promotion of good men." Then, straightening up, he said: "Where do you find a brighter, more active set of division superintendents than I have got? There is Turner, on the Pittsburg division; Walton, on the Chicago division; Darlington, on the Indianapolis division; Peters, on the Little Miami division; Bonebrake, on the Louisville division; Peck, on the Richmond division, and Mansfield, on the Indianapolis & Vincennes. Size them up and see how they could be improved." Then he named several of his trainmasters who were fit for most any railroad position and who never faltered when the road was crowded with business or had strike troubles to contend with.

Personal, Local and General Notes.

Ticket Receiver Crane, of the Pennsylvania, who has been off on a ten days' rest, is at his post again.

S. Heaton was yesterday appointed agent of the Adams Express Company at Frankfort, Ind., vice Wilbur Pence, resigned.

M. E. Ingalls, president of the Big Four, and Traffic Manager Walker, of the Chesapeake & Ohio, will sail from Liverpool today for home.

George Bemis, a Big Four engineer, was taken seriously ill at the Union Station yesterday, and on a late train was sent to his home at Greensburg.

Business over the Panhandle's Chicago division is now very heavy, as the Pittsburg, Fort Wayne & Chicago is having more trouble with the strikers, which delays freights.

The live stock movement is much heavier than last year at the corresponding period. Yesterday nearly two hundred cars of live stock were delivered at the yards, the Belt road engines handling 160 carloads.

A. J. Prescott, road foreman of the Chicago division of the Pennsylvania lines, who was last week overcome by the heat at Chicago while at work in the yards, is still so ill as to confine him to his room.

The Lake Erie & Western has not felt the strike except at Peoria, and there it did not cut into its business much, so little was doing at Peoria. The road is now doing a good freight and passenger business.

Fortunately for the gatherings at Cleveland and Asbury Park, the passenger service of the Big Four, the Pennsylvania lines and the Cincinnati, Hamilton & Dayton is moving through trains with the usual regularity.

Eugene V. Debs used to fire on the Vandalia for Noah Moore when the latter was an engineer on that road. He now lives at Frankfort, and is surprised at the attitude that Debs is taking regarding labor interests.

T. Leyton, local superintendent of the Pullman company's affairs, suggested to a Big Four man, yesterday, that the Big Four commence hauling Pullman cars, and they would have no trouble in moving their passenger trains.

A. H. Wagner, district passenger agent of the Chicago & Northwestern, with headquarters at Indianapolis, yesterday returned from Chicago. He states that the Chicago & Northwestern is moving freights and passengers without any delay or trouble on account of the strike.

I. D. Baldwin, general agent of the Monon and the Cincinnati, Hamilton & Dayton, at this point, last evening received a telegram authorizing his ticket agents to resume sale of tickets over the Denver & Rio Grande system, as the trains are again moving on schedule time.

The traveling passenger and freight agents at this point, at Cincinnati and a number of other points have been notified that they must make no expense account, and in some cases that their pay would be stopped until passenger and freight business again reached normal conditions.

Just now the railroad detective is in great demand, and his services are being taxed to their utmost. If any one supposes that a railroad detective's position is a soft snap, a week's work at this time will convince one to the contrary. This month they will surely earn all the salary they receive.

Shipments of whisky from the Peoria distilleries are now very heavy. On Sunday, the Lake Erie & Western took out twenty carloads; on Monday, twenty-two carloads, and yesterday, twenty-two, and the Peoria & Eastern has been having a heavy business in this line, yesterday taking out twenty-one carloads.

E. N. Talbott, president of the Indianapolis, Logansport & Chicago, was in Logansport on Monday and told some of the leading citizens that the people at Indianapolis were beginning to see the folly of keeping out new roads, and he thought the right of way troubles would soon be overcome. He regretted the delay over the matter, as the present was a very favorable time to build roads. Labor is plenty and railway material never cheaper.

The Monon will have the bridge near Hammond, which was partially burned yesterday, repaired so that its trains to-day can run through without any delay. Yesterday but little time was lost, as the track of the Chicago & Eastern Illinois was used to Dalton junction, then the Panhandle track to the point that the Monon crosses it.

Both freight and passenger trains on the Cincinnati, Hamilton & Dayton are moving on schedule time. Superintendent Galloway said there is a heavy call for grain cars to load for Toledo, Detroit and other Eastern points. The company has sent fully four hundred cars west of here in the last three days to be loaded with wheat and oats.

"More concern is shown over the opening of the Panhandle shops at this point," says the Logansport Pharos, "than any other feature of the paralyzed condition of the business. It is likely that all departments of the shops at Logansport will be put in operation as soon as the strike is over, as there is a good deal of repairing to do on this division of the system."

Railway superintendents say that it was very fortunate that there was a few days between the strike of the coal miners and that of the American Railway Union, as it enabled the roads to get in a supply of coal that will keep them moving their trains without trouble. Shipments over the Indianapolis & Vincennes are now heavy, and several of the Ohio coal roads are supplying Indiana roads with coal.

The receivers of the Philadelphia & Reading show a determination to develop the coal traffic of the lines, in which they act much on the suggestion of C. E. Henderson, formerly general manager of the Indiana, Bloomington & Western, now general manager of the coal and iron interests of the Philadelphia & Reading. The company has just received the first ten seagoing schooner rigged coal barges. The annual tonnage of its present coal fleet is 4,000,000 tons, and last month this fleet carried 275,000 tons of coal from Port Richmond, the tide water delivery of the Philadelphia & Reading, to New England. This company is not only a coal operator, a railroad company, but a navigation company as well.

How Long Is This to Be Endured?

St. Louis Globe-Democrat.

It is rather hard for American people to be obliged to read that a mob of a thousand foreigners sacked and looted the little town of Spring Valley, Ill., last Saturday, and proposed to expel from it every man and woman who spoke the English language. The distance from St. Louis is only a hundred miles, and it seems to us that if proper notice had been given there could have been gathered right here a small army, half old half federal and confederate, composed of brave men, who would have larded the lean earth with these alien scoundrels.

Dr. Price's Cream Baking Powder
World's Fair Highest Medal and Diploma.

TRADE CRESCENT MARK SALVE

Read This.

INDIANAPOLIS, June 28, 1894.
Crescent Remedy Company:
Gentlemen—I paid 50 cents for a box of Crescent Salve.
It has done me fifty dollars' worth of good.
I wouldn't do without it if the price were $5 a box. It is "far and away" the best, most soothing and effective balm I have ever used for catarrhal affection.
It is easily applied, cleansing and pleasant. To me it is worth more than its weight in gold.
It has done for me what other remedies and a number of physicians failed to do; hence I can and do cheerfully recommend it to anyone suffering with any catarrhal trouble.
This testimonial is entirely unsolicited, given in the interest of suffering humanity, and you are at liberty to use it in any manner you choose.
Gratefully yours,
HARRY W. OLMSTEAD,
"The News" Office, Indianapolis, Ind.

THINK 2 THINKS
IN CHOOSING DRINKS AND
HIRES' Rootbeer
WILL LINK YOUR THINKS.
Deliciously Exhilarating, Sparkling, Effervescent. Wholesome as well. Purifies the blood, tickles the palate. Ask your storekeeper for it. Get the Genuine.
Send 2 cent stamp for beautiful picture cards and book.
THE CHAS. E. HIRES CO.,
Philadelphia.

You often hear of other extracts which claim to be "just as good" as
Liebig COMPANY'S Extract of Beef,
but these claims only call attention to the fact that the Company's Extract is
THE STANDARD
for quality.

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	*3.35 am	*11.00 pm
Philadelphia and New York	*4.50 am	*10.15 pm
Baltimore and Washington	*4.50 am	*10.15 pm
Dayton and Springfield	*4.50 am	*10.15 pm
Richmond and Chicago (Monday only)	7.00 am	6.40 pm
Martinsville and Vincennes	*5.05 am	*5.00 pm
Richmond and Columbus, O.	†8.00 am	†3.20 pm
Madison and Louisville	†8.05 am	†5.50 pm
Logansport and Chicago	*11.45 am	*3.15 pm
Dayton and Columbus	*11.45 am	*8.00 am
Dayton and Springfield	*3.00 pm	*12.45 pm
Philadelphia and New York	*3.00 pm	*12.45 pm
Baltimore and Washington	*3.00 pm	*12.45 pm
Columbus, Ind., and Louisville	*3.[illegible]5 pm	*11.05 am
Knightstown and Richmond	*4.00 pm	†8.35 am
Columbus, Ind., and Madison	*4.00 pm	†10.15 am
Martinsville and Vincennes	*4.30 pm	†10.40 am
Pittsburg and East	*5.10 pm	*11.40 am
Dayton and Xenia	*5.10 pm	*11.40 am
Logansport and Chicago	*11.20 pm	*3.25 am

VANDALIA LINE.
*Daily. †Daily except Sunday.

From Indianapolis—	Leave.	Arrive.
St. Louis Accommodation	†7:30 am	†7:40 pm
St. Louis Fast Line	*11:50 am	*5:00 pm
Trains 21 and 20	*12:55 pm	*2:50 pm
Terre Haute Accommodation	†4:00 pm	†10:05 am
Evansville Express	*11:20 pm	*3:35 am
St. Louis Express	*11:20 pm	*4:40 am

Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on night train.
Sleeping and parlor cars are run on through trains. Dining cars on Trains 20 and 21.

Best Line to Cincinnati
For any information call at City Ticket Office, No. 2 West Washington street, corner Meridian
Trains arrive and depart from Union Station as follows:

	Leave.	Arrive.
Cincinnati Express	*3.40 am	*5.00 am
Cin., Toledo and Detroit	†10.50 am	*11.45 am
Cin., Dayton and Lima	2.55 pm	†7.30 pm
Cin. Vestibule Limited	*4.00 pm	*10.35 pm
Cin., Toledo and Detroit	6.18 pm	*12.30 am

*Daily. †Daily, except Sunday.

REAL ESTATE AUCTION in IRVINGTON
JULY 11th 1894
Five Elegant Dwellings
On Wednesday, July 11, at 2:00 O'Clock P. M.,

We will offer at Public Sale Five Elegant Dwellings erected in Irvington, by D. H. Parry, President of the Parry Manufacturing Co. These houses are modern in construction, finished in natural wood, having double sided walls, and each being provided with cellar, well, cistern, closets, natural gas, grates, cabinet mantels, bath with hot and cold water, water closets, furnace, electric wiring for lighting, sliding doors, porch verandas, cement walks, also outside water closet. They are all complete and centrally located, being within easy walking distance of Public Schools, Butler University, Electric Car line, P., C., C. & St. L. R. R., and C., H. & I. R. R. Stations, Post-Office, Telegraph and Telephone Stations, Express Office, Drug Stores, Groceries, Churches and Physicians. Cement walks radiate from this property to all the above named points. Electric car transfer tickets to and from all car lines in the city. The cuts and floor plans of each of these houses are herewith presented, also the size of each room and lot.
The driven wells are deep, being from 100 to 160 feet, to pure soft water, which is equal, if not superior to the celebrated Waukesha. If on account of rain this sale should be interfered with, the sale will be continued from day to day at same hour.
Abstract of Title furnished with each purchase, showing good title.
Telephone 1267. SALESMAN AT IRVINGTON OFFICE IN BUSINESS HOURS.
CHAS. W. BROUSE & CO.,
83 E. Market St., Indianapolis.
8 Central Ave., Irvington.

PLAN NO. 16. LOT 60 X 231 FT. FRONTING SOUTH ON OAK AVENUE. 7 ROOMS AND BATH

PLAN NO. 129 LOT 60 X 223 FT. FRONTING SOUTH ON OAK AVE. 6 ROOMS AND BATH.

PLAN NO. 139 LOT 75 X 200 FT. FRONTING NORTH ON OAK AVE. 7 ROOMS AND BATH.

TERMS OF SALE—To accommodate purchasers, we have made arrangements with one of the best Building and Loan Associations to place a mortgage of from $1,500 to $2,000 on each of the above described properties. The remainder of the purchase price will be divided into four equal payments, one-fourth to be cash, the balance in three equal annual payments, for which we will take notes secured by second mortgage on the property purchased. Should the purchaser prefer, we will sell the property without the building and loan feature in four straight payments as above. A reasonable discount will be made for cash in excess of the one-fourth cash payment as above provided.
For further particulars about the sale, inquire of
CHAS. W. BROUSE & CO.,
SALESMAN AT IRVINGTON OFFICE DURING BUSINESS HOURS.
83 E. Market St., Indianapolis.
8 Central Ave., Irvington.
L. N. PERRY, Auctioneer.
Telephone 1267.

PLAN NO. 101 LOT 60 X 160 FT. FRONTING SOUTH ON OAK AVE. 9 ROOMS, LARGE ATTIC & BATH

PLAN NO. 20. LOT 75 X 200 FT. FRONTING NORTH ON OAK AVE. 7 ROOMS AND BATH.

COPY OF STATEMENT OF THE CONDITION
— OF THE —
FARMERS' FIRE INSURANCE COMP'Y
On the 30th day of June, 1894.
Located at No. 29 East Market street, York, Pa.
G. EDW. HERSH, President. D. STRICKLER, Secretary.
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the York National Bank	$27,316.20
Real estate unincumbered	36,500.00
Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value	300,775.00
Loans on bonds and mortgages of real estate worth double the amount for which the same is mortgaged, and free from any prior incumbrance	195,051.95
Rents and accrued interest	5,463.37
Debts for premiums—not over three months due	27,752.04
All other securities—collateral loans	1,000.00
Total assets	$593,858.56
LIABILITIES.	
Book account liabilities	$198.73
Losses adjusted and not due	20,811.00
Losses unadjusted	29,040.00
All other claims against the company—taxes estimated	3,500.00
Amount necessary to reinsure outstanding risks	329,603.07
Total liabilities	$383,251.80

The greatest amount in any one risk, say, $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 30th day of June, 1894, as of December 31, 1893, 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 10th day of July, 1894.
J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION
— OF THE —
AMERICAN INSURANCE COMP'NY
On the 30th day of June, 1894.
Located at No. 746 Broad street, Newark, N. J.
F. H. HARRIS, President. J. H. WORDEN, Secretary.

The amount of its capital is	$600,000
The amount of its capital paid up is	600,000
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:	
Cash on hand and in the hands of agents or other persons	$51,691.28
Real estate unincumbered	257,057.13
Bonds owned by the company, bearing interest at the rate of — per cent., secured as per schedule filed, market value	569,175.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	1,389,303.75
Debts for premiums	34,859.95
All other securities—interest and rents due and accrued	31,451.96
Total assets	$2,342,939.07
LIABILITIES.	
Losses adjusted and not due	$12,324.85
Losses unadjusted	38,069.28
Losses in suspense, waiting for further proof	3,500.00
All other claims against the company	16,246.85
Amount necessary to reinsure outstanding risks	501,846.18
Total liabilities	$571,977.66

The greatest amount in any one risk, $12,500.

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, 1894, 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 10th day of July, 1894.
J. O. HENDERSON, Auditor of State.

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