PICKING UP FINELY

NOTABLE INCREASE IN FREIGHT TONNAGE OUT OF INDIANAPOLIS.

Trunk Lines and the Western Passenger Association Trying to Settle Their Differences.

The common remark with freight officials is that they are satisfied with the tonnage moving, and that most of it is carried at good rates. The train records show that in the week ending Oct. 20 there were received and forwarded at Indianapolis 19,942 loaded cars, which was 441 more than in the week ending Oct. 13, and 2,128 more than in the corresponding week of 1893. There was an increased business eastbound, last week in shipments of grain and flour, but lighter shipments of provisions and live stock. From this time increased shipments of live stock and cerealine products are looked for. Eastern manufacturers are making inquiry for hard wood lumber, staves, heading, etc., and from this direction an early increase in shipments is expected. The through shipments of cotton are now heavy. The west-bound tonnage continues heavier than east-bound, which is unusual, although the difference is not so marked as in the first and second weeks of this month. While the tonnage of the higher class freights west-bound has been in excess of last year, not until the last week have the shipments of coal and iron products been so heavy as in October last year. Local business was large last week, both in and out-bound. Receipts of fruits, vegetables, hay and live stock were unusually large, and in fact the market is so overstocked that sidetracks for loading and unloading are crowded with cars loaded with produce. The street improvements are still furnishing the roads with a good deal of business, as the asphalt, the broken stone, the brick and the gravel used in this work are all brought from a considerable distance. Then, with the packing houses increasing their business, much more live stock is being handled in a local way, and, all things considered, the freight men have little cause for complaint. Below is given the car movement for the weeks ending Oct. 20, Oct. 13 and the corresponding week last year:

Name of Road.	Oct. 20.	Oct. 13.	1893.
L., N. A. & C., Air-line	456	479	452
I., D. & W.	394	392	331
C., H. & D.—Ind'p's div.	683	784	769
I., E. & W.	592	585	526
Penn.—I. & V.	812	638	687
Penn.—J., M. & I.	876	969	729
Penn.—Chicago div.	691	648	540
Penn.—Columbus div.	1,659	1,810	1,550
P. & E.—East div.	927	948	1,080
P. & E.—West div.	1,114	964	1,117
Big Four—Chicago div.	1,862	1,752	1,535
Big Four—Cin. div.	2,436	2,423	2,022
Big Four—St. Louis div.	2,200	2,090	1,944
Big Four—Cleveland div.	2,239	2,105	1,640
Vandalia	2,048	2,014	1,842
Totals	19,042	18,601	16,814
Empty cars	4,860	4,165	4,222
Total movement	23,902	22,761	21,036

Settling Their Differences.

Within the last few days the trunk lines and those of the Western Passenger Association have made some progress in the direction of a settlement of their differences, and a committee has been appointed to put the finishing touches to an adjustment which it is believed will please all interests. The existing troubles may be stated as follows: The Trunk-line Association objected to the encroachments of the Western Passenger Association in the matter of immigrant business, and claimed that the Western people demanded more than they were entitled to. The Western roads have also been selling tickets direct to immigrants, under which the Trunk lines received no credit for that part of the business over their lines. The managers fully realize the necessity of obtaining full schedule rates wherever possible, and as operating expenses have been reduced about as low as possible, an earnest effort will be made to increase income by bringing about an advance in rates wherever possible. The passenger business is of secondary consideration, as the principal revenue is derived from freight. The action of the trunk line officials in agreeing to restore rates on west-bound freight through the Mississippi river gateways to regular tariff figures on Dec. 1 is a step in the right direction, but what is called for is close adherence to the terms of such agreement. Promises to maintain rates are of no value without some regulations by which they can be enforced.

All Conductors Changed.

DETROIT, Mich., Oct. 21.—The run of every passenger conductor on the entire Grand Trunk system was changed to-day, in accordance with action taken by the Grand Trunk directors at their recent annual meeting. Detectives who had been "spotting" the conductors found that some were dishonest, and the management decided on the above radical and wholesale changes so as to place conductors on divisions where they are less acquainted and less susceptible to temptation. The order applies to conductors on all lines, both in Canada and the United States.

Traffic Notes.

The Lake Erie & Western is doing a very satisfactory out-bound business, last week forwarding 300 loaded cars, against 232 brought in.

East-bound business with the Vandalia continues heavy. Last week this road brought into Indianapolis 1,141 loaded cars, 124 more than in the week ending Oct. 13.

The Chicago division of the Big Four last week handled at Indianapolis 561 more loaded cars than in the corresponding week of 1893, as shown by the records of General Yardmaster Hicks.

It was an off week with the Louisville division of the Pennsylvania lines, it handling at Indianapolis fifty-four more loaded cars than the Indianapolis & Vincennes, something which never occured before.

The Indianapolis & Vincennes last week handled at Indianapolis 812 loaded cars, the largest week's business in the history of the road. The train records show 624 loaded cars brought in and 188 forwarded.

The empty car movement has again become large. The St. Louis division of the Big Four last week handled west from here 470 empty cars, the Chicago division 515, the Vandalia 433, and the Peoria & Eastern 283.

The Peoria & Eastern handled at this point last week 2,041 loaded cars on both divisions, making it one of the best week's business for some months. In the week ending Oct. 13, the road handled at Indianapolis 1,912 loaded cars.

The four Pennsylvania lines handled at Indianapolis last week 4,038 loaded cars. While this is a heavy business for these lines, and considerably in excess of the corresponding week of 1893, it was nineteen fewer loaded cars than the same lines handled here in the week ending Oct. 13.

The Big Four proper, which includes four divisions, in the week ending Oct. 20, received and forwarded at Indianapolis, 8,750 loaded cars, an increase over the week ending Oct. 13 of 429 loaded cars, and an increase over the corresponding week of 1893 of over 2,000 cars. The Big Four now has in service all its power.

Personal, Local and General Notes.

On Friday last the Big Four lines handled 5,530 loaded cars.

Earnings of the Mexican Central railroad for the second week of October were $155,170.17.

The son of the late C. C. Gale is the guest of J. Q. Van Winkle, general superintendent of the Big Four.

O. H. Treadway has been appointed agent of the Chicago & Erie at Kouts, Ind., vice M. P. O'Brien, transferred.

James S. Eaton, formerly with the Queen & Crescent, has been appointed traveling auditor of the new Southern Railway.

George W. Boyd, assistant general passenger agent of the Pennsylvania, has returned to his post after a two weeks' hunt in the West.

The Wabash line earned in the second week of October $267,449, a decrease as compared with the corresponding week of 1893, of $64,857.

Southwestern passenger rates are in bad shape and the Missouri, Kansas & Texas is charged with bringing about the demoralization.

James Hill, who represents the freight department of the Pennsylvania lines at Chicago, is in the city. He is now taking his annual vacation.

The Cincinnati, Hamilton & Dayton had six specials yesterday over the Indianapolis division, four carrying theatrical troupes and two excursionists.

These are busy times with the Indiana Car-service Association, so large are the demurrage charges. Receipts of fruits and vegetables the last month have been heavy beyond precedent. One commission house has for several days been paying $1 a day per car on thirty carloads of produce standing on a side track.

R. B. F. Peirce, general manager of the Indianapolis, Decatur & Western, has gone to New York on important business in connection with that line.

The freight earnings of the Northern Pacific for the year ending June 30, show a decrease of $8,669,268, the passenger earnings a decrease of $2,710,217.

The work of consolidating divisions on the Southern Pacific is still going on. Thus far it has resulted in dropping out three division superintendents and their corps of employes.

As one of the straws it is notable that the Queen & Crescent, in connection with the Cincinnati, Hamilton & Dayton, will run a coach excursion at low rates from Cincinnati to Chattanooga on Wednesday of this week.

Albert Fink, recently elected one of the directors of the Louisville & Nashville, is spending considerable time in New York, and as for some years past he has absented himself from that city, it is exciting comment.

John L. Lamson has become a member of the second mortgage bondholders reorganization committee of the Peoria, Decatur & Evansville, which makes the opposition to the first mortgage bondholders much more formidable.

On Nov. 15 the South Bend extension of the Indiana, Illinois & Iowa will be opened for business and soon after the Eastern and Western through mails will be transferred over this line instead of going into Chicago and being delayed several hours.

The son of Benjamin F. Dean, aged eighteen, was buried on Saturday. The father has been an engineer on the Big Four for many years, and is very sad over the bereavement, as the deceased was a young man of more than ordinary promise.

For weeks past it has been stated that west-bound through rates were not being cut yet it is announced that the conference between the freight officials of the Trunk and the Western lines has resulted in a decision to restore west-bound rates to tariff.

The Missouri Pacific has amended the territory to which harvest excursions may be sold Oct. 23 and Nov. 6 as follows: All points on that company's lines in Arkansas and Louisiana, including points on the K., W. & G., to all points in Texas and to Pecos Valley railway points in New Mexico, to points in southwest Missouri south of Harrisonville, and points in Kansas on and west of a line drawn through Fort Scott, Piqua, Le Roy and Council Grove.

M. W. DeWolf, general Eastern agent of the Erie lines, with headquarters at New York, has been in the city for a couple of days. He says the Erie property has never before been as well looked after as now. E. B. Thomas, vice president and manager, devotes his entire time to the work, not having taken a day's vacation since elected to those positions and, as a result, there has been great improvement in the physical condition of the property, a great growth in its local business, especially suburban passenger business, which has increased the last three years beyond all expectations.

A personal friend of H. R. Duval, in commenting on his being elected a director of the Santa Fe, said to a Journal reporter that it was because of the ability he had displayed in bringing the Florida Peninsular road to such prominence. Dutch foreign capitalists who own the securities of the Florida Peninsular also have large holdings of the securities of the Santa Fe, and they want him in the Santa Fe directory to look after their interests. Mr. Duval's ability as a railroad man is so well known in Indianapolis railroad circles that the above information will be read with interest.

The last few days there has been a decided increase in movement of coals of Indiana and of Illinois. The Vandalia, for the first time in many months, has four switching engines and crews at work by day and two by night at the block coal mines in Clay county. The reduction in Indiana block coal rates has proved a disturbing element, and promises to lead to a revision of freight schedules on coal on all the lines traversing Indiana and Illinois, and in anticipation of this it is stated that manufacturers are not stocking up, as they expect cheaper coal before the matters settle down.

The Lake Shore is using in unloading coal a new machine which last week unloaded seventy-six cars in five hours. As a labor-saving machine it is attracting much attention. The loaded car of coal is pulled from the track by means of a cable on to the machine itself, which is worked on the see-saw principle. The car is then run over the balancing point and to the opposite end of the machine, on which it was first pulled. The machine is then lowered until the car rests at an angle of forty-five degrees, when the end gate of the car is taken out and the coal slides directly into the hold of the vessel. The approaching end of the machine is then shifted to an empty track and the unloaded car is run off.

HE GOT HIS COMMISSION.

A Financier Reaped His Reward Among Wall-Street Brokers.

New York Herald.

"I had a queer conversation in my office the other day," said the head of a well-known banking concern on Wall street over the walnuts and wine at his table. "It happened in this manner. About noon most of my clerks go out for luncheon, and the porter, Jim, an aged but very knowing colored man, is often called on to leave his position by the door for a few minutes.

"Well, last Wednesday I sat in my office, tilted back in the desk chair, struggling with a knotty problem on 'Change. Wrapped in my thought, as I was, still there seemed to be something exerting an influence to make me turn around. This subtle thought transference I resisted until it became overwhelming, and I sharply twisted the chair about. There stood before me the least semblance of a man I've yet seen, clad in raiment that at once had been fashionable, but which now was not alone out of date by a year, but had lost all of its shape and a goodly portion of its integral structure.

"Now, in extreme youth I'd been fooled by the apparent inability of one man to clothe himself properly, and before I got through with the costs of having treated him as his clothing would seem to warrant I had to sign a good many checks, so, like a flash it went through my brain, here is a capitalist in disguise or he'd never have gotten past Jim. In the most suave manner possible I glanced at him, bowed and said: 'Good day, sir; what can I do for you?' He began to fumble with his hip pocket. Norcross, jr., thought I, but it was nothing so exciting. He simply pulled out a small book and handed it to me. I read the title, 'How to Get Rich Without Working—A Sure and Speedy Method of Obtaining a Fortune, by Prof. D. Poor.'

"'I'm the author of that work,' the intruder broke in, 'and I don't want to sell you a copy. I just want my commission, and as you were a little slow in remitting, I called for it.'

"'Commission?' I gasped.

"'Yes, commission,' he repeated; 'I sold more than eight thousand of those books in New York alone, and know that I am entitled to a commission from every banker and broker in the city. Your debt to me we'll put at $10 for to-day; in the future I may demand more.'

"Crank, thought I, but before I had time to think again he continued:

"'You see, there are eight thousand young men who tried my way of getting rich suddenly; their avaricious minds craved riches, and they tried my method, they stimulated trading on the exchanges; every broker reaped a harvest of commissions, and all I want is my share.'

"'But you should be rich yourself then if you have a sure and speedy method of making a fortune,' I put in.

"'No, I followed my own advice,' was the answer, and he rose to go.

"What did you do?" came in a spontaneous chorus from the guests.

"Well," continued the bank-broker, "I gave him $10; his argument was too suggestive to ned further demonstration."

Tight Shoes.

Harper's Young People.

We are very thoughtful about our hands, while we often treat our feet as though we were ashamed of or had a grudge against them and wished to make them as uncomfortable as possible. Think of the number of girls who, in choosing a pair of shoes, consider the shoes and not the feet. And so they crowd the poor little members into pitiless boots that are too short or too narrow and must be "broken in," which dreadful phrase simply means that the imprisoned foot must rebel and stretch and strive till it pushes the leather away or subdues the stubborn resistance of seam and sole. A week of torture and then nature takes her revenge and Minnie has a corn, and Susie has a bunion, and Laura an ingrowing nail, and all because the boots were not selected according to common sense.

Sometimes a girl insists on wearing a very high-heeled slipper, which tilts her forward and gives her an unbecoming paddling sort of walk, distressing to herself and absurd in the eyes of her friends. A slipper of that sort is a distortion and very unlovely.

There are feet which cannot be properly fitted at the shoe shop. For these a last should be made and every pair of boots fitted individually. This costs more at first, but shoes thus built to order outwear others and are a comfort from their first to their final day. "As easy as an old shoe" is a proverb, but I like new shoes to be just as easy as old ones.

Dr. Price's Cream Baking Powder
Most Perfect Made.

NEWS IN SUNDAY'S JOURNAL.

Summary of the Principal Events Printed in the Issue of Oct. 21.

A girl was married at fourteen, and is now suing for a divorce at fifteen in Chicago.

It is said that Princess Alix and Grand Duke Nicholas will be married at the bedside of the Czar.

Several ex-police officers were arrested in New York upon charges brought out before the Lexow committee.

A sensational altercation took place between Mgr. Satolli and St. Joseph's parishioners at Paterson, N. J.

United States Marshal Bede, of St. Paul, has resigned, giving Cleveland's anti-campaign edict as his reason.

The land forces of the Japanese crossed the Yalu and attacked the Chinese, but were repulsed with heavy loss on both sides.

A representative of an English company tried to get exclusive rights for cable service at Hawaii, but it is believed that he was not successful.

Indianapolis.

Saturday was observed as Arbor day at Butler.

The Commercial Travelers' Republican Club entertained the Columbia Lincoln League Club Saturday night.

Mayor Denny sends the civil-service censors a letter in regard to alleged assessing of municipal employes for political purposes.

The Indianapolis High-school football team defeated the Richmond (Ind.) team at the Ohio-street grounds by a score of 38 to 0.

Mrs. Charles Wimmer and her eleven-year-old son Louis were killed by a Big Four train at the National road crossing, west of the city, Saturday morning.

(From Sunday's Second Edition.)

McKinley at New Orleans.

NEW ORLEANS, Oct. 20.—Governor McKinley addressed an audience of not less than thirteen thousand here to-night in the big auditorium which was constructed for exhibitions of pugilism. There was a comparatively small proportion of negroes, the audience being composed in the main of business men of New Orleans and planters from neighboring parishes, and it was conspicuously an intelligent and appreciative gathering, which was entirely liberal with its applause and discriminating in its bestowal. The platform was profusely decorated with sugar cane. Hon. T. J. Benham, chairman of the Republican State committee, presided and introduced Governor McKinley, who spoke at much length. The substance of his address was:

"I am impressed with the profound interest of the people in the welfare of the government in which their voice is supreme. I realize now, perhaps, more fully than ever before, the strength and grandeur of that government. I come here at the invitation of the Republican committee of Louisiana to address you upon a public question of great national importance which concerns alike not only the prosperity of your section, State or locality, but all sections and parts of our common country.

"From 1789 to 1892, a period of 103 years, there has been forty-seven years when a Democratic revenue tariff policy had prevailed, and fifty-six under a protective policy, and a noteworthy fact is that the most progressive and prosperous periods of our history were during the years when the protective party was in control and protective tariffs were maintained; and the most disastrous years were during the free trade or revenue tariff eras of our history."

A long history of tariff legislation showing that in former years the protective policy was supported by prominent Southern statesmen was given by Governor McKinley. Continuing, he said: "The foreign market for agricultural products is one of the delusions of free trade. If it ever had any real substance as against a good home market that has long since disappeared. We have free trade among ourselves, throughout our forty-four States and Territories. That is because we are one family, one country. We are one Nation, have one standard of citizenship, one flag, one Constitution, one destiny. That is why we have free trade among ourselves. Our relations with foreign states are necessarily different from our relations with one another. They compete against us in our own market. To those foreign states trade with us upon the same terms we enjoy ourselves.

"Here in the South your people have been offering freedom from taxation for ten, fifteen or twenty years to those who would bring their capital here and invest it in productive enterprises. With all this work going on leaders of the Democratic party are proposing to tear down our protective tariff and inundate this country with foreign competing products to displace those which those very manufacturers propose to make and which the people are willing to tax themselves to establish. The people are now coming to see this and their votes this year will go where their material interests belong.

"Call the roll of the nations. Which are for protection? Germany, France, Italy, Spain, Mexico, Canada, South America, Portugal, Denmark, most of Australia, Switzerland, Austria and Hungary, Russia, Sweeden and Norway and the United States of America. Which are against protection? England, New South Wales and New Zealand. 'Tariff for revenue only,' or the tariff reform is almost exclusively an English decoration. How stand the people of the world on this question? At least 450,000,000 are in favor of protection; 43,000,000 of Britons are against it, to which must be added those Americans whose numbers are not known, who, while living under our flag, seem to follow another.

"This is how the world's jury stands. The tariff law of 1894 is not like any of the early tariff measures, but is one in which the changed conditions of the country and its marvelous growth and development are utterly ignored and forgotten. Its authors do not recognize or appreciate the manly independence and dignity of American laborers, and cannot understand that the business policy of the country, under which we have had such splendid prosperity, is not to be determined on the lines of sectional prejudices, which appeals to the hates of the past and not to the heroes of the future. The law is a narrow and provincial measure, unworthy of the great party in whose name it was enacted and wholly unsuited to the needs of the country. Nor are any the masses of the Democratic party in the United States at all satisfied with what has been done. Congress has disappointed the people, trifled with the sacred trust confided to it, excited distrust among the constituents of its members and impaired their enterprises and investments.

"The country has not failed to observe that a great change in public sentiment is apparent throughout the South. Nothing has occurred of late years which has been to me more gratifying than the action of the planters of Louisiana, who, if I am correctly informed, have turned away from the Democratic party, which they have been all their lives associated with, and announced their unconditional indorsement and support of the great doctrine of American protection to American industries and thereby allied themselves permanently to the national Republican party. What this may mean in the future politics of your State you know better, far better, than I, but it does seem to me that your action must have a wide and beneficent influence.

"It is indeed gratifying that so large a body of the best business men of Louisiana, who for years have been trying to make themselves believe that the Democratic party is the friend of your great industries, should be compelled to abandon that position and declare that the material in this country is alone safe in the hands of the Republican party. I cannot but commend your patriotic movement. You need no assurances of the devotion of the Republican party to all the material interests of the South. No one can charge that in all its industrial legislation for a third of a century past it ever overlooked a single Southern interest. Without aid from the South and with almost its entire representation in both branches of Congress standing in opposition to the Republican party, still in the stormiest years of sectional prejudice, moved by no other consideration than the good of the whole country, the Republican party has sacredly guarded the smallest as well as the greatest interests of the South. Nothing affords the Republicans of the North more pleasure than to welcome to fellowship this great body of representative American citizens who propose henceforth to stand up for American interests, not in one but in all the sections of our beloved country."

"Only about one-tenth of the total amount of sugar we consumed, prior to the passage of the tariff law of 1890, was grown in the United States. The Republican party believed that it was better policy to put sugar on the free list and pay a bounty to every sugar producer in our own country. In this way we paid out a bounty of about $11,000,000 annually and saved $44,000,000 each year to the people of the country. The Democratic party in Congress last August repealed this bounty, made the duty 40 per cent. ad valorem, and then the House passed a supplementary bill making sugar free—that you are to have neither bounty nor tariff.

"My fellow-countrymen, the question of tariff is a business question. In the truthful words of a true American who spoke as a seer and prophet forty years ago, we may still declare that industry has its campaigns and its battlefields, and is not yet beyond the need of intrenchments or fortifications. God grant us the wisdom and virtue to press forward on the shining path thus opened plainly before us, to the end that our labor may be fully employed and fairly recompensed, and that age after age may witness the rapid, yet substantial, progress and growth of our people in all the arts of peace, all the elements of national well-being."

Governor McKinley was given a supper at the Hotel Royal, and at midnight left on a special train for Huntington and Charleston, W. Va., where he speaks on Monday.

Reed at Chicago.

CHICAGO, Oct. 20.—Thomas B. Reed addressed an army of enthusiastic Republicans in the armory of the First Infantry, I. N. G. The armory is capable of holding fully seven thousand people, and it was jammed to the doors an hour before Mr. Reed began his address. The Hamilton Club, of Chicago, under whose auspices the meeting was held, had arranged for an overflow meeting on Wabash avenue, about three squares from the armory, and this hall was also filled. When Mr. Reed left the armory for the Wabash-avenue meeting he was escorted by several of the Republican clubs, with bands and torches. Ex-Governor Richard J. Oglesby was the principal speaker after Mr. Reed at the armory meeting. When Chairman Aixon introduced Mr. Reed, in a brief speech, the applause was tremendous.

Mr. Reed begged his hearers to give him a chance, and said he must ask their forbearance if they desired to hear him in the vast hall. He said he did not think he would be able to give the people of the West much in the way of knowledge of the state of public affairs, adding: "You present knowledge," said he, "has not been gained by word of mouth. It has come to you by that want and suffering which comes in civilized communities when we are unable to enjoy the blessings to which we have been accustomed. Let me give you the consolation that is that knowledge came to you hard it will stay with you long. It seems that for the last thirty years the Republican orators have been giving you arguments founded upon wisdom and fraught with the good sense of this world. Nevertheless, those arguments, sound and solid as they were, must seem very trivial compared with those to which you have been listening for the past two years. Man's arguments are persuasive; God's arguments are convincing. (Laughter and applause.) And yet we have to undergo all this on account of a principle, not only of our nature, but of all the animal creation. All beings, whether human or otherwise, have to have education. They receive it in proportion to their capacity.

"For the last thirty years, as I have already said, the Republican orators have been telling you that free trade, or even the approach of it in this country, would bring to you disaster. For seventy years before our coming, Thomas Jefferson and Andrew Jackson always preached the same fate. One would naturally suppose that after such a feast of reason an intelligent race like our own would be so sensible as not to put even its nose, let alone its whole body, into danger. Nevertheless, so it is, that after 6,000 years of Christian civilization this people, the inhabitants of the most enlightened nation on the face of the earth, are sitting to-day in sackcloth and ashes—coal ashes at that (laughter and applause), and, strange to say, some of us are responsible, so mixed are we, so striving to prevent even a halt in our descent to the pit. But they cannot prevent it. And the halt will be called, not by Republicans alone, but by Democrats also. It was an old statement, so old that I am almost ashamed to quote it, that whom the gods wished to destroy, they first made mad. Have you ever seen at any time such madness as has been exhibited by the leaders of the Democratic party (cries of 'Never! Never!') at the time when this country had been suffering from two years' stagnation? Think of these men, instead of standing aghast at the ruin they had wrought, standing up in their places and declaring that what they had done was but the vantage ground for further attacks! Think of the chairman of the ways and means committee crossing the ocean to tell the British, first of all, that the battle had just begun! Just imagine for a moment the feelings of an honest Democrat. But, I do not desire to discuss these questions from a partisan view. There is no doubt that in next November the election will turn upon business questions.

"There are to-day two great elements of uncertainty. The first is that we don't know what the Senate will do with the bill it has about yet, and won't until we have a trial of it. Both the President and the chairman of the ways and means committee having said it is but vantage ground for further attack, what is there to see but uncertainty? I am only speaking of the temporary subject of this present election. When the whole broad subject is opened in 1896 we shall have learned wisdom enough and have gained strength enough to take care of that question then, I trust, in a manner that will be convincing forever. (Great applause.) Two things are absolutely necessary for a good law upon this and every other subject. It must have sound principles which can be depended upon, and those principles must be satisfactory to the public sentiment of the community.

"Protection," said Mr. Reed, "is not an attempt to tax the many for the benefit of the few. It is an attempt to get all the profits we can out of our business and out of the gifts of God in this country. More things than business have changed. The markets of the world have changed. Here in this country I am afraid we are disappointing at this moment the expectations of our British brethren formed when the present bill passed. The latest news from the United States treasury shows that from Sept. 1 to Oct. 18 receipts have been $33,250,000, and expenditures $52,000,000, leaving a deficit of $18,750,000, and yet these men in charge of this great government imagine that the taxation which they say belongs in the customs receipts for revenue only (laughter) would bring them enough to support the wants of the government. Instead of that the deficit is $403,000 every day of the week. If that continued twelve months the deficit would be $147,000,000. And even with the full extra sugar duty the deficit stays at $100,000,000.

"Why, we are not buying our own goods, let alone goods from foreign countries. (Laughter and applause.) Our market has grown smaller and smaller. Until the year 1892 our market was the greatest market in the world. Do you know what made it the greatest market? What makes a great market? What is a great market? It is a place where people have money to spend. (Applause.) When we left off having money to spend in just that proportion we left off being a market. We were in condition to make purchases, for ever since 1861 wages had steadily increased until the fatal day in 1892 when Illinois went wrong, like some other parts of the Union. (Applause.) * * * The market is only another name for the purchasing power, and the purchasing power is to a nation the same as what we boys used to call suction is to a pump. It sets all the machinery going; it turns the mill wheel; it does more than that, it is the foundation and origin of cheapness. Cheapness without a cent of money in your pocket to buy is bitterness to the soul. You know it now. Cheapness with money to buy is a blessing unmitigated. How cheap and trivial the arguments of two years ago seem to be now. How convincing would the Democratic orator be if he were to take his place here to-night. Don't you remember how he talked about tin plate and the workingman's dinner pail that was full then and is empty now. It will be a long year before the workingman is again fooled by that empty dinner pail." (Applause.)

Speaking of the statement of a Democratic paper that cotton cloth is a cent cheaper than a year ago, Mr. Reed said that might be; that the men who made that cotton cloth get their cloth 10 per cent. cheaper, but have lost 23 per cent. on their wages.

Mr. Reed briefly reviewed the deeds of the Republican party during its thirty years of power and said he believed that this last two years will make the Democrats better citizens. During the past thirty years they have been morose—inclined to be severe in their criticisms of the Republicans. Now they have had some valuable experience.

In closing Mr. Reed urged the people of Illinois to come "out of this valley of the shadow of death and climb the hills of happiness and prosperity and go on to your rightful positions as the foremost State in the greatest country that the sun shines on."

There was a vast crowd at the overflow meeting, but Mr. Reed spoke only a few minutes. Hon Clarke E. Carr and others also spoke.

Worrall Was Too Much for Them.

ENGLISH, Ind., Oct. 20.—The campaign is growing redhot in Crawford county. Capt. Worrall, who has been billed for some time to make four speeches in this county, was greeted by a good audience at this place last night, before which he delivered one of the most telling speeches ever heard here. His style of treating the questions of the day pleased the people greatly. He weaves facts and figures into arguments in support of Republicanism against Democracy that force conviction. The Captain had availed himself in the afternoon of the opportunity to hear Senator Turpie, who spoke to an audience of 115, actual count, at the beginning, and at the close there were just eighty-seven left. The Captain took occasion to expose some of the blunders made by the Senator, which created much amusement. At the close of Mr. Worrall's speech a couple of Democrats, W. J. McDermott and Green B. Suddarth, with more enthusiasm than discretion, fired some questions at the Captain. He turned on them in a way that showed him to be well equipped and ready at every point with the proper answer, which put the audience in high glee over the complete victory which he gained.

During Senator Turpie's speech in the afternoon he was asked to explain that $1.25 wheat promise of two years ago, but he answered not a word.

In One Man's Power.

WABASH, Ind., Oct. 20.—A peculiar damage suit was filed this afternoon in the Wabash Circuit Court, designed to test how far a contract between an employer and an employe is binding. The plaintiff is Nathan Meyer, proprietor of the Pioneer hat works, of this city, employing two hundred people. When the works were established in this city three years ago Oscar Busch, a printer, who has charge of the file lettering on the interior of hats, was brought from New York city under contract to do the work. He was paid $15 per week to do the work, and two years ago was raised to $18. A month since he quit work and said he would not return unless engaged for two years at $20 per week. This was acceded to by Mr. Meyer, and a written contract was drawn up and signed. Last night Busch sent word that he wanted the balance due him, as he did not intend to work any longer, and a check for $52 was given him. This morning he did not appear, and when reminded of his contract said it made no difference, as he was going East unless Mr. Meyer raised his wages to $35 per week. Mr. Meyer declined to entertain such a proposition, and Busch not only refused to come to the factory, but restrained his assistant, insisting that he be engaged at $65 per week for six months. Payment was stopped on the fifty-two-dollar check, and this afternoon suit for $5,000 was begun against Busch. Meanwhile the factory is shut down, two hundred people are out of employment, and the works will not start until the latter part of next week, when a skilled printer can be hired in New York and brought here.

Danville, 4; Champaign, 0.

DANVILLE, Ill., Oct. 20.—The Danville Athletics defeated the Champaign High School team in a game of football this afternoon by a score of 4 to 0. The Danville team was much the heavier and the Champaign boys could not make a break in the center. During the game, Will Patchell, of Danville, ran against A. Beech, of Champaign, breaking the latter's collar bone. E. Roisdon, of Champaign, half quarter back, while lying on the ground, was kicked in the back of the head and trampled upon by a Danville man. He was unconscious for several minutes. He was grit to the backbone, and insisted on continuing play. "I will play," he said; "you cannot stop me." It was but a few minutes until he was again knocked over, striking the ground on his head. He had a hard fall, and his pain caused him to writhe and twist. After he was brought to the hotel he endeavored to eat, but his stomach would not retain food, which was ejected mixed with blood. During the game he sat in a large chair in front of the Arlington Hotel in a half-unconscious condition. He was constantly fanned by his friends. It is feared he is injured internally. Several of the boys suffered minor accidents, such as broken fingers and bruised faces.

Overstreet's Effectual Work.

COLUMBUS, Ind., Oct. 20.—Hon. Jesse Overstreet addressed a crowd of four hundred enthusiastic citizens at Hartsville last night. The meeting was one of the largest held there for years. Mr. Overstreet spoke for an hour and a half and made many friends. To-day was spent in this city on the streets, where he was introduced to hundreds of citizens who had not before met him. To-night he spoke at Union township voting precinct, at which place more than 150 persons were present. At this point Congressman George W. Cooper a week ago spoke to twenty-seven people. Mr. Overstreet is doing effectual work in this county.

Robert Brown, of Franklin, spoke at Ozalla, in this county, last night to one of the largest crowds that has gathered at that place for years to attend a political meeting. Mr. Brown made a strong speech that was well received and which aroused the Republicans.

Lacked Democratic Ginger.

SEYMOUR, Ind., Oct. 20.—After two weeks of untiring work in order to draw a crowd to hear Governor Matthews, there were no more people on the street than the usual Saturday night crowd to-night. Two brass bands and a martial band were brought from different parts of the county, but they failed to bring the people with them. The opera house was filled with a large crowd, a great many being Republicans, who wanted to see the Governor. He delivered his stereotyped speech, which has already been reported by the press. The "great" rally at Brownstown this afternoon was a failure as regards attendance. There is not much life in the Jackson county Democracy this year.

An Aged Mason Honored.

GREENSBURG, Ind., Oct. 20.—The Freemasons of this city met in a body to-night and marched to the residence of Philip Mowrer, an honored citizen, and presented him with a gold-headed cane as a token of their high appreciation. It was his eighty-fifth birthday. P. T. Lambert made the presentation speech and the aged Mason responded. Mr. Mowrer has been a Mason for sixty-two years. A supper was served and several toasts were responded to by Judge Frank Gavin, Rev. J. B. Lathrop, Capt. Joseph Drake, James E. Caskey, Rev. John W. Poter, Noah Mendenhall and Dr. John F. Boblitt.

Fast Time on the Erie.

HAMMOND, Ind., Oct. 20.—A special train, composed of three coaches and an engine, carrying the officials of the Chicago & Erie railway, passed through this city this afternoon over that line. The trip from Marion to this city, a distance of 270 miles, was made at an average rate of speed of sixty-six miles an hour, and the fastest mile made was in fifty-one seconds. The engine pulling the train was No. 326, and was in charge of engineer James Eckenrode. This is the fastest trip ever made over that line.

Scholz and Franky Making Votes.

SEYMOUR, Ind., Oct. 20.—Mr. F. J. Scholz, Republican candidate for Treasurer of State, and Mr. Franky, one of the best German speakers in the State, have just closed a three-days' campaign in this county. They made six speeches and met with large audiences at every point. The people verywhere are ripe to hear Republican argument, and the arguments advanced by Mr. Scholz make him votes wherever he goes.

BOOKS OF THE TIME.

(From the Bowen-Merrill Company.)

"An Introduction to the Study of Society," by Prof. A. W. Small and George E. Vincent, has a three-fold object, viz.: First, to define the field of sociology and its relation to other departments of scientific study; second, to propose a method for observing and classifying social phenomena—the first step in orderly scientific procedure, and, third, to supply the need of a manual suitable for use in the junior or senior class of the average American college. Dr. Small is the head professor of sociology in the University of Chicago, and in his introduction tells one that the book is "not to be judged as a contribution to sociological knowledge, but as a proffered help in the training of beginners, the outgrowth of experience in teaching sociology under difficulties." It is intended as a text-book, and will be found useful by students and teachers of sociology. Cloth, $1.80.

The popularity of modern poets has not displaced Walter Scott from his secure pedestal. He is the king of story tellers in verse as well as in prose, and his poems possess wonderful vitality. T. Y. Crowell & Co., New York, have published a new edition of his complete poetical works which, with its admirable summary of the reasons for Scott's popularity (contributed by Professor Norton, of Harvard), and its brief but interesting biography, contains a fuller collection of his verse than any hitherto printed. It is in clear type, with the poems arranged chronologically and is furnished with carefully edited notes. The work is handsomely illustrated, and has two frontispiece portraits of Scott. Cloth, gilt top, two volumes, $3. The bindings are tasteful and attractive, and the volumes are a desirable addition to any library.

"The College Woman," by President Twing, of the Western Reserve College for Women, treats in an intelligent an interesting way of the young woman who seeks cultivation at college, both in relation to the family at home and the artificial family within college walls. The work is a valuable contribution to the discussion of one of the most important questions of education, and is a suitable companion piece for former educational works by the same author. Cloth, gilt top, $1. New York: The Baker-Taylor Company.

Volume III of "Memoirs of Chancellor Pasquier" covers the years 1814-1815, and presents an interesting inside view of the period embracing the revolution, the consulate and the empire in France. The work is a valuable contribution to French history by a conscientious writer, who, by his official position, had ample opportunities of knowing the truth concerning the events which he records. It is a work of rare interest. Cloth, $2.50. New York: Charles Scribner's Sons.

There is not much that is new to be said about the Sandwich Islands, but the subject is well treated in "Six Months in the Sandwich Islands," by Isabella Bird Bishop. This is the first American edition, reprinted from the sixth English edition. The author has a pleasant style and the book conveys a clear idea of the islands and the people and their customs. Illustrated. Ornamental cloth, gilt top, $2.25. New York: G. P. Putnam's Sons.

D. Appleton & Co. publish "Timar's Two Worlds," by Maurus Jokai, the great Hungarian novelist, who in versatility and literary productiveness has been compared to Walter Scott. "Timar's Two World's" is a charming, original and powerful story. Cloth, $1.

The Rev. Dr. Theodore L. Cuyler is one of the best writers of the day of pointed, racy, religious articles. He has a clear style, and his thoughts are practical and instructive. "Christianity in the Home" is the title of a series of short papers by him on different phases of practical Christianity as it should exist in everyday life. It is an earnest, helpful book. Cloth, $1. New York: The Baker & Taylor Company, No. 5 East Sixteenth street.

In "The Flying Halcyon" Col. Richard Henry Savage has woven a lively romance about the notorious opium-smuggling yacht of that name which so long baffled the revenue officials of the Pacific coast. The story is full of smugglers, Chinese pirates, lovely women and all the properties usually appertaining to a romantic story of the seas. Chicago: F. T. Neely. Paper, 25 cents.

"Life on a Backwoods Farm," by William Riley Halstead, of Evansville, Ind., is a graphic description of pioneer life in the forests and prairies of Indiana fifty years ago. The book is autobiographical, and contains many passages which will be read with interest by those who have had similar experiences. Illustrated. Cloth, $1. Cincinnati: Cranston & Curts.

"The Making of the Ohio Valley States," by Samuel Adams Drake, is a well-written and well-condensed history of the settlement of the Ohio valley from the first conquest of the West down to 1837. The book contains many illustrations and maps, and is well adapted for use as a text-book or reader in schools. Cloth, $1.50. New York: Charles Scribner