TRAFFIC WAS HEAVY

INDIANAPOLIS RAILWAYS DID A GOOD BUSINESS LAST WEEK.

Amount of Tonnage Moving East and West Almost Equal—The New Compound Locomotive.

While the train records show that 299 fewer loaded cars were received and forwarded at Indianapolis in the week ending March 30 than in the week ending March 23, the movement last week was well up to the maximum volume, and 2,082 more loaded cars were handled than in the corresponding week of 1894. One of the striking features in the through business east and west bound is the evenness in the tonnage moving in opposite directions. Eastward the shipments of grain, provisions, produce, hides, live stock, dressed meats, lumber, staves and heading are largely in excess of the corresponding period last year, and there is a marked increase in such freights which are to be exported. Ninety per cent. of the shipments of grain via Baltimore and Newport News are export business. West bound there is still a large movement of high class freights, dry goods and millinery goods, and an increase in shipment of heavier staple goods, such as sugars, molasses, syrups, and in the still lower class freights, such as iron structural work, glass, tin, coke, etc., more is moving than at any time in many months, and there is little room for complaint as regards its volume. In this connection it should be said that transcontinental line business in both directions is heavy beyond all precedent, the demand for all descriptions of fruit, California produce, being large in the Central and Eastern States, and the rates at which such business is handled can but increase earnings as, fortunately, rates are well maintained. Since March 1 each week has shown a steady increase in local business. The carriage, the wheel, the lounge, the furniture manufactories and iron works and the packing houses are all shipping more of their daily product than at any time since the business depression became prevalent, and such freights are being carried at good rates and moved with such promptness as to greatly help matters. Below is given the car movement for the weeks ending March 30 and March 23 and the corresponding week last year.

Name of road.	Mar. 30.	Mar. 23.	1894.
L., N. A. & C. Air-line....	423	420	372
L., D. & W.	316	307	364
C., H. & D. (Ind'p'lis div.)	742	713	718
L. E. & W.	488	473	593
Penn.—I. & V.	555	695	619
Penn.—I. M. & I.	836	803	868
Penn—Chicago div.....	...	588	574
Penn—Columbus div	1,867	1,695	1,656
P. & E.—East div	1,075	1,034	771
P. & E.—West div	1,341	1,214	899
Big Four—Chicago div ...	1,395	2,057	1,541
Big Four—Cincinnati div.	2,393	2,465	1,988
Big Four—St. Louis div....	2,055	2,028	1,560
Big Four—Cleveland div..	2,145	2,081	1,659
Vandalia	1,947	1,954	1,974
Totals..	18,218	18,517	16,136
Empty cars..	5,265	4,718	4,006
Total movement	23,483	23,235	20,142

The Richmond Compound Engine.

No locomotive has attracted, as far as it has gone, as much attention as the Richmond compound which has been running on the Big Four for a few days, and its test on the Pennsylvania lines after leaving the Big Four will be watched with still greater interest, as this test will be more severe and made on the strictest scientific principles. T. H. Symington, mechanical engineer, who goes with the locomotive on these tests, said last evening: "The trip to Cincinnati and return on the fast passenger trains was entirely successful with the Richmond compound. The regular schedule time was maintained and leaving the foot of the heaviest grade on the division eight minutes late the train was on time before reaching the top. Since it is all the regular engine can do to make schedule time on the hill, we think the compound can handle the Knickerbocker trains alone on the Cleveland division. The round trip to Cincinnati and return, 224 miles, was made with one tank of coal, which speaks for itself as to the much mooted question—is a compound economical in fast passenger service? The name "compound" for this type of engine is almost a misnomer, as it would imply a machine more complex than the ordinary. Our engine is a simple "expansion" engine; simple because the engineer who made yesterday's trip never saw the engine till he got up on the road to run it and had no trouble handling it as his own engine; also, because on the Big Four, after long usage, the repairs have been found less than the single expansion engine. The whole idea of the engine is that embodied in all marine machinery of the present day, viz., to get as much work out of a given volume of steam as is possible. The only feature of this big passenger engine is the simple method by which this is accomplished. The compound or "expansion" engine uses its steam twice, as it were, first in one cylinder and then the same steam in the other, though in an emergency boiler steam can be put in both cylinders, making a single expansion engine. By using less steam you use less coal and when we consider that the coal account of a large railroad is over a million dollars per annum, it is clear that a small saving here is of great moment. All railroad managers believe in and want any thing that will save coal, but of course at the expense of no other important factor, such as power, speed or durability. It may interest you to know that after a test of Engine 2427 over the C. & O. that management ordered a duplicate of her for their heavy fast passenger service in the Virginia mountains. This engine is making a tour of the continent to make converts to its inherent principles of economy."

Traffic Notes.

The Lake Erie & Western last week forwarded from Indianapolis 292 loaded cars, being the heaviest out-bound movement in many months.

The empty car movement loomed up again last week, reaching 5,265 cars, 547 more than in the week ending March 23. The Bee line division of the Big Four brought in 1,053 empty cars.

The Big Four lines proper handled at Indianapolis, in the week ending March 30, on the four divisions 8,628 loaded cars. The largest number handled at this point since the consolidation of the lines.

The Peoria & Eastern is making an excellent traffic record, the two divisions handling at Indianapolis last week 2,416 loaded cars, the heaviest business of any week in the last two years. Especially with the western division is business good.

Both the Cincinnati, Hamilton & Dayton and the Monon are doing the best business in the last twelve months. The C., H. & D. with each week shows an increased movement of loaded cars, and the calls it is receiving from the L., D. & W. and other western connections indicate further improvement.

The Vandalia is doing a good business, the tonnage being nearly equal in both directions. At the present time its in-bound transcontinental line business and receipts of tropical fruits are in excess of any former period, some days reaching a trainload of refrigerator cars. Last week the road brought in 950 and forwarded 997 loaded cars.

The four Pennsylvania lines handled at Indianapolis last week, 3,912 loaded cars. The Indianapolis division of the Panhandle lines and the Louisville division did a heavier business than for some months, but the Chicago division and the Indianapolis & Vincennes fell off, which decreased the movement, as a whole, below that of the week ending March 23.

Personal, Local and General Notes.

Since Feb. 1 seventeen extra conductors on the Panhandle lines have been promoted.

A. J. Richter, city passenger agent at Cincinnati for the Pennsylvania lines, retires to-day.

Home-seekers' excursion tickets to all points in Texas, El Paso excepted, will be on sale April 2.

Four divisions of the N. Y., P. & O. (Erie) are now equipped with the Mazier block signal system.

After April 1 the Baltimore & Ohio management will issue clergy permits good over the entire system, East and West.

R. B. F. Peirce, receiver of the Toledo, St. Louis & Kansas City, left for Toledo last night, to be away most of the week.

An order has been issued prohibiting Panhandle trainmen loitering about the stations or soliciting business for any special hotel.

John Hetzner has been on the Panhandle wrecking train twenty-five years to-day, the last nineteen as foreman of the wrecking crew.

Hereafter all telegraph, interlocking and signal supplies for the Big Four will be distributed from Indianapolis, the old Peoria & Eastern freight depot on South Capital avenue being utilized for a storehouse.

The Wabash company has sent out a representative to look after the locating of manufactories and offer inducements to get them to locate on the line.

L. Boyd, formerly superintendent of the Indianapolis, Decatur & Western, is now trainmaster on the Southern railway, with headquarters at Columbia, S. C.

A. J. O'Reily, commercial agent of the Monon, who has been confined for two weeks in his room with grip, expects to be able to resume his usual duties to-day.

George H. Graves, general superintendent of the Indianapolis, Decatur & Western, accompanied by his wife, left last night for Washington, to be absent a week.

M. G. Carral, ticket agent for some years at the Union Station at Cleveland, O., to-morrow takes the position of general passenger agent of the Cleveland, Lorain & Wheeling.

Grain rates from Chicago east, it is stated, are going to smash again. The near approach of the opening of navigation causes the all-rail lines to make all the contracts they can.

On the Chicago division of the Panhandle eighteen engineers and twenty-two firemen were awarded premiums for saving of coal in handling trains in February, the awards ranging from $3.15 to $3.25.

The Pittsburg & Lake Erie has commenced the doubling of its track between Buena Vista and Lynch. When this work is completed the road will be double track from Pittsburg, Pa., to Youngstown, O.

The Pennsylvania Railroad Company takes care of its veterans in all classes of service. To-morrow James Shields, who has been in the employ of the company forty years as a stonemason, goes on the pension list, being honorably retired.

After to-morrow the two divisions of the N. Y., P. & O. (Erie) between Kent, O., and Salamanca, N. Y., will be consolidated and placed under Superintendent Belknap. Mr. Matson, of the Salamanca division, will be taken care of under some other official title.

Comparisons, it is stated, show that, notwithstanding the remarkably severe winter, seldom has there been a winter in which the heavy through trains of the Pennsylvania and Vanderbilt lines have reached terminals during a winter with such regularity.

The paying of commissions on west-bound immigration business has broken out afresh—$4 for tickets, Boston to Chicago, by all lines, and $6 commission from Montreal, Halifax and Portland. It will now extend from Boston to New York, without doubt, breaking up all the supposed ironclad agreements.

A master mechanic on the Pennsylvania lines states that the heavy, coarse whistle has been in use on the Pennsylvania lines since 1881, and passengers complain of its harshness; for this reason the company is adopting on all of its passenger locomotives the smooth chime whistle at considerable expense.

In the year 1894 Connersville, on the Cincinnati, Hamilton & Dayton, showed the best earnings of any station on the lines, terminal stations excepted. Oxford sold more tickets to passengers, but did a light freight business. In freight earnings Connersville, says one of the officials, is shown to great advantage.

The Chicago & Eastern Illinois has let the contract for a new depot at Hoopeston, which it is said will be a very neat and suitable building for the purpose, and of a style to be adopted by the company at other way stations. Plans have been prepared for a new depot at Danville, Ill., on the Peoria & Eastern.

A friend of T. W. Burrows, formerly superintendent of the Indianapolis & St. Louis, who had intended to connect himself with the Lake Erie & Western last Monday, but who was unable to do so on account of his health, says his physician thinks the trouble not of the old type, but the result of extreme nervousness, and he hopes in two or three weeks to bring the patient out in good trim to resume railroading.

An Eastern financial paper says the Pennsylvania did not duplicate the remarkable improvement of January in the second month this year, its net increase of $23,181 for the Eastern lines contrasting with $366,891 net gain in January. The Western lines, however, sustain the January increase, net earnings being $253,519 larger in February this year than last. The whole system shows $276,700 net increase for February, and $894,887 net gain for the two months, a substantial showing.

TALL BUILDINGS.

An Architect Argues that the Lofty Structures Are Entirely Safe.

New York Letter in Pittsburg Dispatch.

Recent additions to buildings of the sky-scraping type here, together with the fact that several more tall structures are on the boards of the architects, naturally provokes the inquiry: "How high can they go without endangering the lives of tenants and neighbors?" This question was put to a leading architect this afternoon, and he promptly said: "The height of a building nowadays is limited only by the convenience of its tenants. This convenience is dependent more or less upon the speed of elevators. When the time comes that the journey from the ground floor to top story becomes too long for comfort then the distance will have to be lessened; that's all." Then, as if warming up to the interesting subject, this architect, who designed the high and wonderfully-constructed American Surety Building, at the corner of Broadway and Pine street, continued: "The strength of material has nothing to do with the case. We could build a good part of the distance to the moon if we could get persons to rent the upper floors. Practically, though, under existing conditions, I imagine that thirty-four or thirty-five stories will be about the limit." So New York architects, like Dr. Parkhurst, are bent on going higher up. Were it not for the fact that elevator folk are keeping pace with the space-piercing ideas of the builders, balloons would have to be utilized to hoist top-floor tenants to their offices near the clouds. The newest elevators shoot up and down with sickening speed, and are credited with being safer than the slower-moving sort. There are more elevators now on Manhattan island than there are street cars, and their accident lists are not near so long. This knowledge should calm the fears of nervous strangers, many of whom almost collapse during their first trip cloudward.

The architect quoted above also talked entertainingly concerning the construction of these modern monsters. He said that in the first place a building should be erected according to the conditions of the site, not in spite of them. Certainly a very sensible suggestion. As there is no precedent in Greek architecture for a very tall structure, the owner should not meddle with the expert designer, who has to make rules to suit existing conditions, as there are no Greek standards to follow. This hint is meant for those aesthetic property owners who persist in running up narrow ornamental facades and leaving mean brick side walls towering aloft to shock the eyes of the multitude, as the face cannot be seen except from a point almost directly in front. Instead of this Mr. Modern Architect would have a board of censors to regulate such things, so that the sides would be all alike, and the result one harmonious whole. Drifting from the artistic to the business end of his business, the architect continued: "The steel construction so much used now in tall buildings is surprisingly simple and wonderfully strong. It is nothing, in fact, but plain truss work, like a bridge. The iron mills have helped us wonderfully, too. It is now possible to get steel beams for girders thirty inches in diameter. The steel work is much quicker and easier to put up and makes a more substantial building than masonry. My building at Pine street would, I am sure, stand an earthquake that would shatter a much lower stone structure. To make such a building fall it would have to be tipped over its center of gravity. Then it would all fall together like a log, and would not crumble until it struck the earth. If this building were of masonry its walls at the base would have to be seven feet thick. They are now less than three. The steel construction lessens the cost of building very greatly, and the time even more. As each story is supported on girders and nothing on the walls, it is not necessary to wait for the cement to set." All who peruse this should not neglect to visit lower Broadway, should they ever happen to be in town, and take a look at the structure referred to, as well as some other monuments to modern architectural genius in the same locality. The trip is worth much more than the time spent and the car fare.

How Douglass Came by His Name.

Boston Herald.

I recall the story of the change of name the late Frederick Douglass made from Lloyd to Douglass, as he told it to us. He had escaped from slavery and was in New Bedford among newly-made friends. As efforts to capture him would surely be made by his master these friends decided that it would be wise to give him a new name. What should it be? "You may give me any name you choose," said he, "so that you leave me the name of Frederick, for my mother gave me that name because she liked it." At this moment the grandfather of the household entered into the discussion. He chanced to be reading Scott's Poems, so popular at that period. He opened the volume, where his finger still held the place where he had just before read: "The hand of a Douglass is his own." His name shall be Douglass—Frederick Douglass—for listen: 'The hand of Douglass is his own.'" A charming incident and best of all a veritable one, as I have often heard Mr. Douglass tell it.

Sterling Silverware is advancing. Marcy will sell you, this week, at old prices.

NEWS IN SUNDAY'S JOURNAL.

Resume of the Chief Events Chronicled in the Issue of March 31.

Charles E. Brown has been appointed postmaster at Cincinnati.

Lord Rosebery's physicians are said to be much alarmed about his condition.

President Cleveland and family will go to their summer home at Woodley, to-day.

Colorado experienced on Saturday the most severe wind and snow storm it has known since 1891.

Oxford defeated Cambridge by two boat lengths in the fifty-seventh annual university boat race Saturday.

Prof. Charles Runer was thrown from his horse near Victoria, Hancock county, Kentucky, in the burning woods and was burned to death.

The receipts of the treasury for March are about $234,000 less than the expenditures. The deficit for the present fiscal year now amounts to over $36,000,000.

A warrant is out for the arrest of a Detroit preacher for stating in the pulpit that the election of a certain candidate for police justice would be a public calamity.

A company has been incorporated at Chicago to operate an electric railway for the transportation of grain, from New York to Chicago, and finally to the Pacific coast.

The unconditional armistice proclaimed by the Emperor of Japan is to last three weeks, but does not apply to the lower coast of China. The Japanese are free to push their operations on the island of Formosa.

One more train robber struck a snag Saturday in trying to rob a Southern Pacific train near Wheatland, Cal. A plucky sheriff happened to be a passenger, and in the fight that followed one robber and the sheriff was killed. A fireman was seriously wounded. There were two of the robbers, and they had prepared to escape on bicycles.

Indianapolis.

Auditor Daily honors Tim Griffin's pay rolls, despite the new law.

Nurse Lambert, at the pest house, runs away and leaves his one smallpox patient.

General Harrison is well, despite rumors to the contrary. He was on the street Saturday.

Ex-Auditor of State Henderson returns from Cuba and tells a story of the insurrection there.

Board of Works rejects asphalt bids for Clifford avenue and orders resolutions for brick prepared.

The proposed compromise with garbage contractor Jameson will give him $3,000 for rescinding the contract.

Light Artillery baseball team was defeated by the Indianapolis team by a 24 to 2 score in the first game of the season.

Governor Matthews appointed Moses B. Lairy, a law student, to be Judge of the Twenty-ninth circuit. The bar asked the appointment of Judge Dudley H. Chase.

(From Sunday's Second Edition.)

Jumped from a Trolley.

JEANSVILLE, Pa., March 30.—Three persons were instantly killed, two probably fatally injured and ten others slightly hurt on the Lehigh Traction Company's road by jumping from a runaway trolley car on the mountain near this place. The dead are:

MRS. WATKIN WILLIAMS, of Hazelton.

MRS. JOHN H. EARLY, of Beaver Meadow.

JAMES EARLY, aged eight years, son of above.

The fatally injured are:

MRS. JAMES EVANS, of Colorain, side torn open and otherwise injured.

MRS. JOHN WEIR, wife of Superintendent Weir, of Beaver Meadow, back hurt. She was an invalid and the chances for recovery are very slight.

These persons were seriously hurt: Watkin L. Williams, husband of the woman who was killed, legs and side bruised; Maggie Herrity, of Beaver Meadow, leg broken and body cut and bruised; three children of Mrs. Evans, James, aged ten years, having his skull fractured; Hannah Sonners, of Beaver Meadows, side and head cut; Morris Hughes, of Wilkesbarre, badly bruised about the body. All of the other people who suffered injuries were able to walk to their homes.

The accident was the worst in the history of the trolley roads in this region and was due in part to a panic among the passengers who crowded about the conductor and gripmen of the unmanageable car. The disaster occurred on car No. 25. As the car passed out on the grade leading down the mountain, gripman Seitz applied the brake, but the chain snapped. He then threw the safety lever. To his terror, this reversed his motor and the car commenced to spring to the reverse brake, hoping to control the car by the current. The action of the motorman and the speed of the car had by this time alarmed the passengers. Failing to control the car, Seitz shouted to conductor Socks to apply the car brake. The motorman's shouts caused a panic in the car and the passengers made a rush for the platform. The car was going down the mountain at a mile a minute. Conductor Socks appealed to the passengers to go back into the car so that he might apply the rear brake, but his appeals were not heeded. David Backman, of Hazelton, and two other men, endeavored to keep the women from throwing themselves from the car on to the rocks, but try as they would they could not prevent the frightened women from crowding around the conductor until the car was entirely beyond control. Mrs. Williams was the first to jump. Her body was struck against a post, breaking her back and causing instant death. Mrs. Early next flung herself onto the rocks and was dashed to death. She tried to save her boy, but he shared the same fate as his mother. The remaining passengers, with one exception, then jumped. Mrs. Evans was the only person to remain on the car, with the exception of the motorman and conductor.

The car kept the track until the crossing near the foot of the incline was reached. Here it jumped the track and crashed into a telegraph pole. The front of the car was stove in and a piece of board penetrated Mrs. Evans's side. The screams of the frantic passengers as the car rushed down the mountain, could be heard for half a mile. The residents of this place hastened to the scene of the accident and did all they could to relieve the suffering. A short time after the accident a corps of physicians arrived from Hazelton on a special car and rendered assistance to the injured. Had the passengers remained in the car the accident could have been averted, as the rear brake would have held the car and prevented the run away. There are six attachments on each car, provided for such an emergency, but the conductor was wedged so tightly against the dasher by the panic-stricken women that he was unable to move his arms until the car had gotten beyond control. The motorman and conductor were but slightly injured.

Anna Dickinson Said to Be Insane.

SCRANTON, Pa., March 30.—There was a continuation of testimony in the Anna Dickinson case to-day. Two experts on insanity, Dr. Meredith, of the Danville Asylum, and Dr. Wehlan, of this city, testified that from the testimony and from what they had seen of Miss Dickinson they believed her to be insane. They described her particular form of disease as paranoia. A person suffering from this form of insanity, Dr. Meredith said, is the most dangerous kind of a lunatic and is likely to commit homicde. Witness heard Miss Dickinson lecture in the Broadway Theater, New York, in April, 1891, and from her remarkable discourse then he still thought that she had paranoia.

Dr. Wehlan, of this city, corroborated Dr. Meredith with respect to paranoia. Hypothetical questions were put to him covering what Miss Dickinson had said and done and he answered that a person who acted and spoke in that manner was mentally affected and would be a paranolac.

The defense rested and Mrs. Jessie Winterstein was called to the stand in rebuttal. She was an attendant at the Danville Asylum when the plaintiff was there, and swore that she never saw Anna act in any manner that would indicate that she was insane. Mrs. McDonald, of Wilkesbarre, who, twenty-one years ago, was Anna's traveling maid, asserted that she never saw Anna act strangely, but admitted that she saw her about once a month for a short time only. Then she was questioned about Anna's liking whisky, and asked if she had ever seen Anna drink it. She answered that it was not her business to watch what Anna drank. She was again asked and answered that if she saw some liquid in a glass she could not swear whether it was whisky or not.

"Did you ever hear Anna say great people were jealous of her?

"They were jealous of her."

"How do you know?"

"Why, from remarks that were passed."

"Who were these people?"

"Whitelaw Reid was one."

"He was a man; what woman was?"

"Oh, the women, I know nothing about them. Some of the women stock are not of much account."

The telegrams Anna sent to Jay Gould Robert E. Pattison and others were offered in evidence. Anna was then called to the stand to give rebuttal testimony and court adjourned, it being agreed to continue her examination Monday morning.

American Sporting League.

CLEVELAND, O., March 30.—A call was issued to-day for a convention to be held in this city on April 9 for the purpose of organizing the American Sporting League. The call, which is signed by the president of the National Trotting Association, twelve driving park associations, and a number of breeders, is as follows:

"The undersigned beg leave to call the attention of the public who favor the manly sports, pastimes and recreations of our people to the convention which meets in Cleveland April 9 for the purpose of organizing a league to protect them from hostile legislation and keep them on so high a plane that just criticism of an adverse character will be impossible. We recognize the fact that there are abuses to correct, and that an organization composed of the friends and active participants in these recreations, and the legitimate business incident to them, will be powerful to accomplish the corrections and at the same time 'stand as a stone wall' against the unjust assaults of those who have other interests or pleasures, or an overweening desire to meddle with the conduct of their neighbors. Associations from every section of our country have named delegates to the convention, and we trust that every community feeling a pride in the history and honorable character of our pastimes will join with them and cooperate for the establishment and maintenance of healthy regulations, consistent with personal liberty and the law of the land. With such an organization, having its friends on guard everywhere, we will have less to apprehend in the future from the periodical crusades that have been so unjust to us in the past."

Anti-Toxin Causes Death.

NEW YORK, March 30.—A fluid supposed to have been anti-toxin was injected into the left arm of Bertha M. Valentine, seventeen years old, of Brooklyn, to cure a slight attack of diphtheria. The girl died in awful agony in less than ten minutes.

Dr. J. L. Kortright, who injected the fluid, said: "When the anti-toxin was prepared in Germany some powerful poison must have become mixed with it by mistake. I sent the girl's father for the preparation, and when he handed me the wooden box containing the vial it was so tightly sealed I could scarcely open it. When I opened the box and reached the vial, which contained between two and a half and three drachms, it was tightly corked and sealed. The fluid was pinkish, of the same color as the other anti-toxin I have used. Almost as soon as I had injected the fluid into Miss Valentine's arm she became uneasy. Then she complained of a tickish sensation in her throat and all over her body. She was then seized with convulsions, and never before in my life have I seen such a horrible death."

An autopsy was performed by Dr. J. McLayland, of Coroner Cremer's office, who reported: "The girl's death was caused by the fluid alleged to be anti-toxin."

Samuel Valentine, father of the dead girl, said: "I do not blame Dr. Kortright, but I blame the manufacturers of that stuff. There was a horrible mistake made in its manufacture. I cannot tell what I will do about it."

Coroner Cremer said: "This is a matter of too much moment for me to say what action I will take. The autopsy physician says the death was directly due to the fluid represented as antitoxin."

Ax Workers Strike.

ALEXANDRIA, Ind., March 30.—A deadlock between the employes and the managers of the Kelly Ax Manufacturing Company, of this city, occurred yesterday, and as a result two hundred men are out of employment. The trouble grew out of the company's refusal to hire union men. Placards were placed in various parts of the factory, signed by the officers of the company, announcing that the establishment was purely nonunion; that no union man would be given employment, and that any effort to organize a union on the part of any employe would result in his discharge. The entire factory force thereupon withdrew in a body. Last night the factory men held a meeting in one of the city halls, and were addressed by President Hunter, of the Trades Assembly, and by ex-Prosecutor Edwards. W. C. Kelly, president of the company, was present, apparently for the purpose of securing the names of the prominent agitators, and emphatically declined to withdraw when requested to do so. It was necessary to call a police officer before the president would vacate. The company announces its purpose to stand by its order at all hazards. It has refused to join any trust with similar concerns, and proposes to control its business and adjust wage scales without the intervention of unions. The men show no signs of weakening, and propose to complete their union organization.

Elopers Split Here.

WABASH, Ind., March 30.—Mrs. Alfred Rice, the handsome wife of a leading photographer of North Manchester, this county, who eloped with Harry Potts, a livery-stable roustabout, has been heard from. The couple left North Manchester Thursday night and went to Lafayette, and thence to Indianapolis. At the latter point they quarreled, and Mrs. Rice told Potts she wanted nothing more to do with him, and he departed for southern Indiana, while she went to Anderson, where she is now staying. She says the reason she deserted her husband was that he had treated her cruelly. North Manchester people deny the story of cruel treatment, and assert that her husband has always been kind. She is the mother of two little girls.

Bishop Whitney on Woman Suffrage.

SALT LAKE, U. T., March 30.—Woman suffrage was again the leading question before the constitutional convention to-day. Bishop Whitney, of Salt Lake City, was recognized and made a strong speech in favor of the measure. His remarks were well received and clearly indicated what the final action of the convention would be. The speaker believed that the suffrage movement was the march of eternal progression—he believed it was the voice of God. Women were made for something besides being mothers, wives and housekeepers. He believed they would be levers in the hands of God for raising up the down-trodden world to the plane of perfection—its ultimate redemption.

Preparing to Wipe Out the Rebels.

HAVANA, March 30.—The government has received official advices to the effect that the rebel chief, General Antonio Maceo, has left Costa Rica on a Ward line steamship. These advices indicate that he has not yet landed anywhere in Cuba. Troops are being mobilized, and different divisions are being dispatched through the East. It is expected that an advance will be made on the rebels without any delays. News of a battle may be expected to follow soon. Eventually, according to the plan of the campaign, 32,000 Spanish troops will be sent against the rebels.

Incendiaries at Tipton.

TIPTON, Ind., March 30.—Pharr's elevator was destroyed by fire to-night at 10 o'clock, including 2,000 bushels of wheat and corn. The machine shops and Lake Erie & Western depot were damaged. A passenger coach and freight car were burned. The wind was blowing a gale, and sparks were carried two blocks, setting fire to Bowlin's stave factory, destroying one half of it. The origin of the fire was incendiary, it being the third time this elevator was set on fire during the last three months. Loss, $7,000; partially insured.

Carl Browne Causes Three Arrests.

MASSILLON, O., March 30.—Carl Browne, of Coxey's army fame, to-day caused the arrest of City Engineer Borton, Councilman Sergner and Walter McLain, on the charge of throwing eggs and inciting to riot. They were given a hearing, at which they pleaded not guilty and furnished bail. The suit is the outcome of the hot municipal campaign which is being carried on here. At a Populist meeting Friday evening Browne made a speech, and was treated to a shower of bad eggs.

Low Telegraph Rates.

LITTLE ROCK, Ark., March 30.—The House to-day passed the bill to regulate the price of telegraph messages, the rate to be 15 cents for ten words, with 1 cent for each additional word, the act not to apply to lines less than seventy-five miles in length. Offices must be kept open in all towns of three hundred inhabitants and upward.

Cutting Down the Force.

HARTFORD CITY, Ind., March 30.—One hundred men employed at the Hartford City glass factory were given the seven-day notice to quit to-day. Manager Heageny states that there are employed about four hundred men, and the reduction in the force was made necessary by a slow market. The object is to lessen the production.

Chesterton Flour Mill Destroyed.

VALPARAISO, Ind., March 30.—Early this morning the large flour mill of Thomas Blackwell, at Chesterton, caught fire and burned to the ground. Loss estimated at $10,000. The farm residence of James Linderman, near Thelma, this county, was burned, together with contents. Loss, $1,400.

Zachariah Bartholomew's Loss.

WABASH, Ind., March 30.—The large farmhouse of Zachariah Bartholomew, one mile from Leesburg, burned last night, with all its contents. The flames started from the kitchen stove. Loss, $3,000; insurance, $1,500.

Judge Caldwell for President.

TOPEKA, Kan., March 30.—At a meeting of Republicans held here to-day it was formally resolved that Hon. Henry C. Caldwell be declared the choice for President.

Consumption of Bananas.

Springfield Republican.

There were 17,864,711 bunches of bananas consumed in the United States last year. Jamaica, Cuba, Honduras and Colombia supply most of the fruit and its transportation has become an important item in the business of various steamship companies. It is within the easy memory of people of middle age when a banana was a great rarity. But now unquestionably the consumption of this one tropical fruit in this country has become large enough to affect to some extent the demand upon the wheat supply.

Honest and Dishonest Money.

To the editor of the Indianapolis Journal:

In several of your late issues you have something to say about an "honest dollar," imputing that for the United States to pay its obligations in silver would be to pay in a dishonest dollar, because of the fact that the bullion in a silver dollar is not worth as much as that in a gold dollar. Money has two uses or functions. First, it serves as a medium of exchange. All forms of money, primary and credit have this function. Perhaps as good a definition as can be given of money, viewed as having this function, is that of Francis A. Walker, as follows: "Money is that which passes freely from hand to hand throughout the community in final discharge of debts and full payment for commodities, being accepted equally without reference to the character or credit of the person who offers it, and without the intention of the person receiving it to consume it or enjoy it or apply it to any other use than in turn to tender it to others in discharge of debts or payment for commodities."

It will be seen that this definition has reference to the use of money as a medium of exchange. But money has another function equally as important as the one just given. It serves as a measure of values. It measures the value of every commodity. In this sense only that is money that the government uses as money of ultimate redemption. In this sense gold alone at present is money. Previous to the demonetization of silver in 1873 gold and silver both served to measure values. You speak of an "honest" dollar and a "dishonest" dollar. How is the value of money measured? There can be but one way of doing so, and that is by what it will buy. If a silver dollar will buy as much of the commodities of the world to-day as it did in 1873 it is just as valuable, and is not a dishonest dollar. The coinage value of an ounce of fine silver is $1.29. On page 40, Report of the Director of the Mint, for 1893, the average price of an ounce of fine silver for the year 1893 is given at 78 cents. Then the bullion in a silver dollar is worth a fraction over 60 cents. In 1873 the price of silver was $1.29 per ounce, the price of wheat per bushel was $1.31 and the price of cotton was 18 3-10 cents per pound. In 1893 the prices of these same commodities were: Silver, 78 cents per ounce; wheat, 68 cents per bushel; cotton, 7 cents per pound. These figures are taken from United States Statistical Abstract. If we take other commodities they all tell the same story. An ounce of silver will buy as much to-day as it ever did. If we pay our bondholders in silver they will have money that will buy as much of the world's commodities as would the money which they loaned the government at the time the loan was made. If this would not be paying in honest dollars, why not?

The reason that a gold dollar is worth double what it was in 1873 is that the demand for gold has been so greatly increased by reason of making it the only money of redemption. The various governments have piled up large sums with which to redeem their credit money, and this increased demand for it has resulted in an increased price, and hence the same amount of gold will buy twice the amount of commodities that it would in 1873; in other words, we are paying twice as much to our bondholders as we agreed to pay.

In reply to your argument that free coinage will practically reduce the pensions of our veterans, I would say that if we find that their pensions will not support them as they should be, we can increase their pensions and still pay them more easily than we do at present.

HORACE M. CHADWICK.

Freeport, Ind., March 30.

The writer assumes that silver money was abundant in 1873, when, as a matter of fact, the prices in this country were in a depreciated paper money which fluctuated that year from 82½ to 91 cents in gold, and a few cents less in silver. No silver or gold was in circulation. If that was the "honest dollar" then, let the printing presses be set at work. If Mr. Chadwick wants $2 wheat, let him demand the unlimited issue of unredeemable paper money and in four years it will be worth $20 a bushel, but the $20 would purchase less sugar and other necessities of life than $1 now purchases. Supply and demand have nearly all to do with price. During the war the price of cotton ranged from 54c to $1.30 a pound, because the supply was not equal to the demand and the price was made in a currency which fluctuated from $1.20 to $2.48 measured by gold. The wheat which was $1.31 a bushel in 1873 was measured by an 87-cent dollar. The 18-cent cotton was measured by the same fluctuating paper dollar. There was no silver money in circulation in this country and the silver in a silver dollar was worth about $1.02. Again, as to bondholders, all of the bonds now outstanding were issued since the passage of the act of 1873, and at a rate of 4 per cent. against 6 per cent. But these bondholders are of no account compared with the millions of dollars of mortagages which are redeemable in gold whatever may be the legal tender money. And how can the pensions be paid in silver more easily than now? The money with which pensions are paid is raised by tariff duties and internal revenue taxes. Will there be more of these in the aggregate than now, when the most of these taxes are paid in silver? This is absurd. Mr. Chadwick and like intelligent men should not permit themselves to be duped by the silver mine owners, but join the element which favors international bimetallism—Editor Journal.

By All Means

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REWARD.

CAUTION—REWARD—The public is cautioned not to purchase three notes for $250, $100 and $50, respectively, running to Mary J. Head, as they were stolen from Mr. Head's residence on the East Michigan road Saturday afternoon. Reward for recovery. Address information to CAPT. WM. R. SHEARER, Irvington, Ind.

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DIED.

TAPP—Mrs. Johanna, aged fifty-four years, March 31, on farm, near Brightwood. Funeral notice later.

STOCKWELL—Mrs. M. M. Stockwell. Funeral at 10 o'clock this morning from residence, 546 North Mississippi street. Interment at Greenwood, Ind.

DAVID—Herbert E. David, aged twenty-four. Funeral from residence of W. C. David, No. 126 East New York street, Tuesday, April 2, 1895, at 2 o'clock p. m.

ISKE—Willie, son of William and Emma Iske, died Sunday morning, at 10 o'clock, aged one year, three months and four days. Funeral service at 1:30 Tuesday, April 2, from residence, 485 Virginia avenue.

FUNERAL NOTICE.

DAVIS—Masonic—Center Lodge, No. 23, F. and A. M., will meet at their lodge room, in Claypool Block, corner Illinois and Washington streets, Monday, April 1, 1 o'clock sharp, to attend the funeral of brother John Davis. All brother Masons are cordially invited to attend.

JOHN J. CURTIS, W. M.
ALBERT IZ