AN OPTIMISTIC VIEW

M. E. INGALLS THINKS BUSINESS WILL BE HEAVY THIS FALL.

He Also Believes Railway Earnings Will Be Satisfactory if Rates Be Maintained—A. N. Towne Dead.

M. E. Ingalls, president of the Big Four and of the Chesapeake & Ohio, spent yesterday in this city, his chief business being to appear before the State Tax Commission in behalf of the Big Four. Mr. Ingalls cherishes bright views of the future of business with the Big Four lines, says he only asks for a fair share for them, which, he says, they are in a position to command. He is very anxious that the present effort to restore and maintain rates should be successful and is confident that if rates could be held for fifteen days they could just as well be held for a longer period. He insists that at every terminal point the Big Four has the best facilities for handling its business and can handle it as cheaply as can any one of its competitors. The roadbed and equipment is first class. He thinks the outlook for a heavy fall traffic excellent and that the next twelve months, if the roads stand by the agreement to maintain rates, the financial position of the railways will be greatly improved. So far as the Big Four was concerned its trains are making time and there is an unusual exemption from accident, and with this the employes were making good wages, especially those in the train service.

Sudden Death of A. N. Towne.

A. N. Towne, second vice president and general manager of the Southern Pacific company, died yesterday morning at his residence in San Francisco. Mr. Towne had been in his office all Monday and until 5 p. m., transacting the usual business of the office. He spent the evening at home and retired in good spirits. He retired feeling quite well, but at 2 o'clock yesterday morning, complained of violent pains in the stomach, supposed to be incident to indigestion, from which he often suffered. A physician was summoned and applied remedies, which seemed to afford relief. Symptoms of congestion and hemorrhages followed. At 4 a. m. Mr. Towne complained of a violent pain in the heart and fifteen minutes later he was dead. When in New York, five years ago, Mr. Towne had la grippe, which impaired his heart action. Since then he has had several similar attacks, but lately has been in excellent health. He was sixty years of age and was born in Charlton, Mass. He entered railway service on the Chicago, Burlington & Quincy as a brakeman in 1855; in 1868 he was appointed agent of the company at Chicago, then general yardmaster, then train dispatcher at that point and in 1868 was made assistant general superintendent of the road. In 1869 he left that road to become general superintendent of the Chicago & Great Eastern; a year later he left that road to become general superintendent of the Chicago, Burlington & Quincy, which position he held until he went to the Central Pacific as its general manager, which was in 1880; in 1885 he became general manager of the Southern Pacific system, which title he carried to his death, and also the title of third and then second vice president. Mr. Towne was well known in Indiana railroad circles. At one time he was seriously ill here and was cared for in his private car, which stood on a side track near the Union Station, Russell Elliott, then auditor of the Indianapolis & St. Louis, giving him his entire attention while ill here.

The fortune of Mr. Towne is estimated at $700,000. The bulk of the property consists of 30,000 acres of ranch land in the San Joaquin valley, California. General Superintendent Fillmore said, yesterday, that the death of Mr. Towne would cause no immediate changes in the railroad office. He had heard nothing from either of the Huntingtons. The exact whereabouts of C. P. Huntington is not known, as he is traveling in Germany, and it is not expected that he will be heard from for some time. H. E. Huntington is on his way East from Council Bluffs and may not have received the dispatch that was sent in.

Getting Upon a Solid Footing.

The Brightwood Home has already been vacated, and the subordinate officials of the Big Four have orders to proceed rapidly in repairing and equipping the building for a railroad department of the Young Men's Christian Association. There will be a thorough overhauling, inside and out, new baths put in and new floors throughout the building, etc. It is the purpose of the officials of both the railroad company and the association to make this a model plant of its kind. The first floor will be occupied by a reading room, parlor, secretary's office, barber shop, dining room, lunch room, etc., while the second floor will be utilized almost entirely for rest rooms, having a sufficient space for a small auditorium for the lectures, meetings and entertainments of the association. A secretary is expected on the ground by Aug. 1, and the plant will be in operation some time during that month. It has been decided to organize this branch as a department of the Indianapolis association, a plan which will be mutually beneficial. It is believed that this is but one step toward a metropolitan form of association organization for Indianapolis and the suburbs, which will ultimately include a half dozen or more branches.

Will Make Another Attempt.

It is highly probable that a meeting will be called for next week at the office of Chairman Caldwell, in Chicago, to attempt once more the reorganization of the Western Lines Passenger Association. There is a feeling now that the work can be carried through without a great deal of trouble, comparatively speaking. The Union Pacific, which was compelled to remain out because of the uncertainty surrounding affairs of the Oregon Short-line, is now free to act as it chooses and it has said that it has no objection to joining the association. The Rio Grande Western, which had objections of various kinds to be overcome at the time of the last meeting, is understood to have a few less of them at the present time and the old fight between the Alton and the Wabash over the 25 cents at St. Louis has been submitted to a board of arbitration. The chances for a successful attempt at reorganization seems greater now than for many months and the roads are anxious to lose no time. It is not absolutely certain that the meeting will be held in Chicago, as both Denver and Omaha roads were after it, although the lines at the former place have practically given up the fight.

Voluntary Relief.

R. F. Smith, superintenent of the Pennsylvania voluntary relief department on the Pennsylvania lines west of Pittsburg, yesterday issued his monthly bulletin, which shows that in June there was disbursed in death benefits $6,000, three on account of accidents and nine deaths from natural causes; disablement benefits on account of accident, $6,562.70; on account of sickness, $6,198.40, making the total disbursements of the month $21,011.10. Of the membership 475 receive benefits, or their legal heirs in case of death. In the six years which the association has been in operation, ending with June 30, there were disbursed in death benefits from accident, $134,216.69; in death benefits from natural causes, $390,447.78; in sick benefits, $450,156.77, making a total of $1,328,564.77. During the time 60,406 members of the organization or their legal heirs in case of death have drawn benefits.

Adhering to Rates.

A number of freight officials were in the city yesterday, and without exception were confident that every road for once was adhering to tariff rates. Oscar Murray, vice president and freight traffic manager of the Big Four, said he had every reason to believe that their competitors were living up to tariff rates, and he knew the Big Four was. He thought freight officials as well as presidents and general managers were exceedingly tired of such rates as have prevailed for two months prior to July 8, when east-bound rates were restored. W. Holliday, assistant general freight agent of the Big Four, says everybody at St. Louis is adhering to rates, and business is beginning to adjust itself. Geo. Sherman, general manager of the Vanderbilt fast freight lines, says the representatives of these lines at different points are watching rate matters very closely, and no complaint of any agent or line shading or manipulating a rate has been reported. He feels more confident than ever that business, for the first time in many months, is now being carried at the agreed tariff.

The General Managers' Meeting.

The meeting of general managers called for yesterday was rather a tame affair, nearly every general manager being represented by one of his subordinate officials, consequently no important matters were acted on. A number of bills were approved, and some misunderstanding between the connecting roads and the Belt Road Company regarding interchange of traffic adjusted. Some improvements Superintendent Zion wants to make were approved, and he was authorized to proceed with the work. As a result of the meeting the directors of the Union Railway Company will probably purchase a gravel bank west of the stock yards, which will furnish them with gravel for the Union tracks and Belt road for a number of years. The wage question went over until the next meeting.

Rails Sprung by Heat.

A dispatch from Topeka says: The heat yesterday afternoon caused two rails on the Atchison, Topeka & Santa Fe road, two miles west of Emporia, to spring about two feet out of line. The pressure was so great that the spikes were torn out and the bending of the rails caused such a loud report that the attention of some trackmen near by was attracted, and a passenger train, then about due, was flagged just in time to save it. It was moving at a rate of forty-five miles an hour, and could not have been stopped in time if the trackmen had not been alert. A delay of an hour was caused. Two hours earlier, about 2 o'clock, trains No. 114 and No. 41, east-bound, met with a similar delay in Osage county.

Powerful Electric Locomotive.

A dispatch from Baltimore says: All possible question of the ability of electric locomotive No. 1 of the Baltimore & Ohio railroad to pull the heaviest trains through the belt line tunnel, was disposed of today. With the tremendous load of twenty-six cars, all laden, and two locomotives, the electric monster pulled through the tunnel this morning with not nearly all its power on. This test of the motive was the most important that has yet been made. The load pulled was at least 2,800,000 pounds. The two steam engines, which were attached to the train joined their forces when the electric locomotive was detached to take the train on its journey East.

Personal, Local and General Notes.

The Cumberland Gap tunnel has again caved in and all traffic east from Middlesboro, Ky., is suspended.

E. O. McCormick, passenger traffic manager of the Big Four, was in the city yesterday en route to Chicago.

The May earnings of the Louisville & New Albany were: Gross, $255,523; increase, $21,918; net, $87,798; increase, $10,980.

Earnings of the C., M. & St. Paul for the second week of July were $503,077, an increase of $180,370 over the same week in 1894.

Wm. Green, general manager of the Cincinnati, Hamilton & Dayton, has gone to Watch Hill, R. I., for a two weeks' vacation.

Andrew Osborn, a Panhandle passenger conductor, who has been quite ill for some time, has so improved as to resume duty again.

H. S. Hawley, general agent of the Chicago & Northern Pacific, has been appointed treasurer of that line. He will fill both positions hereafter.

Freight traffic is so heavy with the Lake Shore that the company has re-employed a considerable number of the train crews dismissed in the early spring.

Judge Taft, yesterday, overruled the motion to set aside the sale of the Toledo, Ann Arbor & Michigan railway to R. C. Martin for $2,627,000. The sale was confirmed.

A. G. Wright, roadmaster of the Indianapolis division of the Louisville, New Albany & Chicago, has returned from New England and is much improved in health.

James Barker, general passenger agent of the Missouri, Kansas & Texas, is this week making a trip over the lines, accompanied by a number of newspaper men.

The private car of Assistant General Manager Schaff, of the Big Four, has been taken into the Brightwood shops to be remodeled after the style of more modern cars.

The Chesapeake & Ohio last night had eight special trains out of Cincinnati carrying delegates to the Baptist Young People's Society, which convenes at Baltimore to-day.

The Big Four shows an increase in freight earnings for the first week of July, as compared with the corresponding week of 1894, of $93,253 in passenger earnings, an increase of $22,194.

A railway official who made a trip over the Wabash recently states that the company is expending money liberally on its track, equipment and stations and an air of thrift is noticeable all along the line.

Detroit is credited with having the best managed and cleanliest union station in the country. When Superintendent Zion gets through with his contemplated improvements Indianapolis can lay claim to such comment.

Dr. Josef Czentiner, a superior officer of the Hungarian state railways, will be in the city to-day. He will bring introductory letters and will give the terminals and the Belt road a careful inspection, his mission being to get new ideas of railway matters.

Ticket Agent Mesker, at the Massachusetts-avenue station, states that the business at this station was 15 per cent. in excess this year, in June, of that of the corresponding month of 1894, and for several months past an increase has been shown this year.

East-bound traffic this week is very heavy with the Vandalia, the road, among other freights, is bringing through here for export forty-five to fifty carloads of tobacco per day. The product is shipped from the States of Tennessee, Mississippi, Alabama and Texas.

The Louisville, New Albany & Chicago is reballasting with gravel forty-five miles of its track between Monon and the State line. Yesterday the company received thirty carloads of new steel rail for the Indianapolis division and next week will receive fifty more.

The Journal has information of a semi-official character to the effect that the Brice syndicate, controlling the Lake Erie & Western, has renewed its negotiations for control of the Indianapolis, Decatur & Western, and it is believed now that the deal will be perfected.

G. J. Grammar, as general freight agent of the Lake Shore, is making an excellent record, his experience on the Mackey lines making him the more competent to fill the position he now holds with that company, which has ample capital to properly equip and maintain its property.

Through the Toledo, Ann Arbor & North Michigan securing control of the Escanaba, Frankfort & Southeastern the former gets control of its line to Lake Michigan and it is thought this will result in a speedy settlement of the long-continued battle over finances, which has been a cloud on the Ann Arbor road for many years.

M. E. Ingalls, president of the Big Four, will to-day leave for Hot Springs, W. Va., to spend several days, probably going to New York next week to attend the railroad meeting. Oscar Murray, vice president and freight traffic manager, will next week go to New York to attend the Trunk line and Central Traffic Association meeting.

The Christian Endeavor tickets are now believed to be off the market to such an extent that it will not be necessary for the Eastern lines to reduce one-way rates during the life of the tickets. All the roads are pledged to maintain rates and no more trouble is looked for. The meeting of Western lines in Chicago to-day will take final action in the matter.

L. H. Parker, superintendent of the Louisville, New Albany & Chicago, was in the city yesterday to represent the road at the general managers' meeting. He states that the shops at Lafayette were completed on Saturday, the work of putting the machinery in position has commenced in earnest, but it will be sixty days before the shops are in full operation.

In the month of June 6,339 passenger trains were handled on the Big Four system proper, against 5,714 in June, 1894. The passenger train mileage of this year was 590,928 miles, against 531,901 in June, 1894. The loaded freight car mileage was 9,689,879 miles, against 11,552,233.41 miles in June, 1894; the empty car mileage, 3,462,366 miles, against 4,280,783 in June; average number of cars hauled per train in June, 1895, 23.9; in June, 1894, 23.3.

The Railroadmen's Building and Savings Association has increased its membership during the six months ending July 1 two hundred, has increased its assets, $74,000. The dividend declared July 1 amounted to $17,585. The association has made one thousand loans since its organization, of which 154 were made in the first half of 1895 upon a better class of residence property than ever before. The total assets July 1 were $460,000.

Fred Avery, one of the veteran engineers on the Lake Shore, in speaking of early railroading, said when a young engineer on the Lake Shore he got ahead of his time when running a trip from Toledo to Adrian, the time then being six hours, and for coming in ahead of his time he was suspended for two months, the superintendent characterizing it as a rash act. The time between these points is now fifty-seven minutes.

Official announcement has been made of the extension of the Jacksonville, St. Augustine & Indian River railroad from its present terminus at West Palm Beach, Fla., to Miami on Biscayne bay, a distance of seventy miles. This will be the southernmost point of any railroad in the United States. It will give all rail communication to within 146 miles of Key West and about 140 miles from the Bahama islands. A steamship line between these points is an early probability. An entirely new section of country will be opened. The extension is the individual enterprise of H. M. Flagler, who already owns the road extending from Jacksonville to West Palm Beach.

Through Phillip White, the station agent of the Boston & Maine railroad at Exeter, N. H., a writ of attachment has been placed on the Manchester & Lawrence railroad property in the hands of the Boston and Maine trustees in a suit for $1,000,000. This action is brought by the State of New Hampshire to recover $750,000, which it is claimed represents the earnings of the road in excess of 10 per cent. As provided by the statutes, the State shall receive all earnings which exceed 16 per cent., and as the road has paid 10 per cent. dividends almost since its incorporation, and it recently received from the Concord & Montreal railroad $750,000 as a result of litigation, which was divided among the stockholders as an extra dividend, the State claims this amount.

THE BIG FOUR'S PLEA

PRESIDENT INGALLS APPEARS BEFORE TAX COMMISSIONERS.

He Neither Cries Poor Business Nor Bad Property—County Board of Review's Work.

The State Tax Commissioners look forward to some lively argument after they have done with the corporations. The first twenty days after the session are to be devoted to railroads, and after that appeals from county boards of review will be heard. Captain Allen, of the commission, believes that there has been a tendency on the part of counties to place low valuations on land. Two or three weeks ago he wrote to the board of equalization of each county asking for a tabulated statement of valuations. Three counties have already reported. One statement shows a decrease of nearly $800,000 since the last real-estate appraisement in 1891. Colonel Walker says that it is impossible to say how valuations will run this year as compared with four years ago until the board has taken up these assessments. He thinks, however, that values will show up about equal.

The Board of Tax Commissioners listened to President M. E. Ingalls, of the Big Four railway system, yesterday morning. In the afternoon the board adjourned. President Ingalls made a plea for a lower assessment of taxes against the railroad system he represents. He thought that the general assessment on railroad property should be reduced 25 per cent. The last year the roads have had a severe struggle, said the president, and he thought the Tax Commissioners were partly responsible for this condition. The Big Four, he said, was not asking for a reduction on the grounds of poor property and bad business, but as a matter of justice. Mr. Ingalls maintained that the Big Four did more for the State of Indiana than any railroad in the State. For three years the stockholders have not had anything out of their investment; the operating expenses have been increasing, while the freight and passenger rates have decreased.

Mr. Ingalls said that last year the Peoria & Eastern road came near breaking the Big Four company, and $1,000,000 had been advanced to the road. Last year the Peoria & Eastern was assessed $18,000 a mile west of the city and $15,000 east of the city. The taxation of the western division, he said, should be reduced to $15,000, and he felt that $12,000 a mile was enough for the eastern division. The passenger trains between Indianapolis and Springfield, O., were not paying, and it was only the freight on this division that kept the road up.

The attention of the board was called to the Columbus & Greensburg branch, which was last year assessed at $8,000 a mile. President Ingalls declared that the road could be bought for much less than that amount. The Fairland, Franklin & Martinsville branch, assessed last year at $5,000 a mile, Mr. Ingalls considered about the poorest piece of railroad property in the State. It cost $50,000, and is not worth more than that to-day, although the board valued it at $200,000. President Ingalls was at a loss to understand why the Cincinnati and Chicago division had been assessed at $30,000 a mile and the Cleveland and St. Louis at $28,000. The board was warned that a great many branch roads that might be built in Indiana would never be built if the impression got out that the Tax Commissioners were hostile to railroads.

Mr. Ingalls contended that the board should make reductions in some special cases if they could not make general reductions.

ABOUT $800,000 ADDED.

Result of Board of Review's Work with B. and L. Associations.

The County Board of Review yesterday heard reports from a number of building and loan associations as to the totals of their paid-up and prepaid stock. The associations reporting through C. N. Thompson were the Indiana Savings and Loan Association, the Fletcher-avenue association, the Indiana Society for Savings, the German American (A. and B.), the Equitable Savings and Loan Association, the Equitable Building and Loan Association, making a total of $370,000. The Interstate returned $9,900; the Union National Savings and Loan Association No. 1, $54,600; No. 2, $2,350; Statehouse Building and Loan Association, $6,850; Union Mutual, $73,040; United States Building and Loan Investment Company, $31,475; Turner Building and Loan No. 1, $975. The World Building and Loan Association made a tender of the amount of taxes, but the board had then adjourned, and will act upon the tender later. The Lombard Building and Loan Association reported the names as well as the amounts, the latter making a total of $1,850. The total added to the duplicate by the action of the board will reach about $800,000. The only associations which are still out are the Government Building and Loan and the State Building and Loan of Indiana. The board announces that the lamp is still burning for these institutions.

HE INTENDS TO PLOW WELL.

The Governor Has the Last Furrow to Finish in the Roby Case.

Attorney-general Ketcham returned to Crown Point last night prepared to fight for a permanent injunction in the Roby case. The Attorney-general went up Monday to appear for the State, but the court declined to hear him until the Governor had signed the bill of information. The executive signature was attached yesterday afternoon. Said the Governor yesterday evening:

"I am willing to do anything within reason to defeat these people. I have put my hands to the plow and don't propose to turn back until the last furrow has been finished."

The "Battleship" Fund.

The Board of Trade's committee on "Battleship" fund held a meeting yesterday and considered plans for aiding in raising the balance necessary to complete the fund. There is about $2,000 to raise yet, and the committee will go about the work in a systematic manner soon. It is the purpose of this committee to ascertain the result of the canvass now being made throughout the State before a final effort will be made to secure the balance necessary. The committee adjourned to meet again upon the call of the chairman.

Plasterers Robbed of Their Watches.

Marion Adams and James Bronson, plasterers, reported to the police yesterday that they were robbed of their watches while at work near the corner of Illinois and Nineteenth streets. The watches were in their vests, left hanging in another room.

AFTER A BAD RESORT

GRAND JURY WARRANTS AGAINST "OKLAHOMA'S" PROPRIETOR.

Evidence in Eaglen Case Largely Responsible—Another Step in the Lilly-Fortune Case.

Sheriff Womack yesterday arrested John Gassoway, keeper of the notorious road house known as "Okalahoma," on eight grand jury warrants charging him with violating the provisions of the liquor laws of the State, chiefly the Nicholson law. The indictments were returned for selling liquor after 11 o'clock at night, this being a place that runs twenty-four hours in the day; for selling on Sunday, and for selling on holidays. It was run wide open on the Fourth of July and was one of the stopping points of the crowd that drove to Si Eaglen's road house at Maywood on the Sunday night of the tragedy. The grand jury took a great many hints of the condition of things at this place from the newspaper stories told by witnesses to the shooting of Eaglen. Zimmerman, Eaglen's slayer, gave sworn testimony that implicated Gassoway in violations of the law. They all stated that they stopped on their way to Maywood at this resort and many of them stopped on their way back to tell the story and brace themselves against the nervous prostration due to their exciting experience. The resort is southeast of West Indianapolis and out of reach of close supervision of the police. A determined effort is to be made to break up the resort.

POLICEMEN WILL GET FEES.

City Charter Will Not Be Binding on Them in Criminal Court Cases.

The motion of attorney Hovey in the case of State vs. James C. Ross, to retax the costs, was yesterday overruled as far as the fees due the three policemen who testified to the violation of the law was concerned. It was, however, sustained where it related to a retaxing of the fee for the jurors. The effect of this ruling on the part of Judge McCray is that policemen who are compelled to report to the Criminal Court as witnesses may draw fees under the State law, the same as other witnesses and are now restricted to the provision of the city charter which allows policemen no fees as witnesses. Judge McCray referred the question to the city attorney and to the prosecuting attorney, who agreed that the charter provisions do not apply to the State cases in the Criminal Court. The court was of the opinion that when policemen are required to leave their beds, losing their rest, to testify, they ought to receive compensation for it.

THE DEMURRER SUSTAINED.

Commercial Club Will Have No Standing in Lilly Case.

Judge Rupe, of Richmond, was again in court yesterday in the case of the City vs. Eli Lilly et al., to pass upon the intervening petition of the Commercial Club to quiet the title to the $5,000 in question. The club filed a cross complaint, but the city objected to allowing it standing in the case. This was granted, however, and exception was taken. Then the city demurred to the cross complaint, and after argument the demurrer was sustained. The defendants then filed a prayer for appeal to the Supreme Court, which was granted. Judgment was, however, entered up against the defendants for $5,537.50.

Depravity, Not Insanity.

An affidavit was yesterday filed against Daniel Lowe charging him with cruelty to animals. He was detected in a heinous act in the courthouse yard, and was declared insane, but the authorities at the hospital refused to receive him, declaring that it was not a case of insanity, but one of total depravity. The original charge of public indecency could not be made to hold, and therefore this new charge was selected as one by which he could be punished. Lowe once lived in Connersville, and later was employed by Nordyke & Marmon as an expert millwright.

THE COURT RECORD.

Criminal Court.

Frank McCray, Judge.

State vs. James C. Ross; selling liquor on Sunday. Motion to retax witness fees overruled; motion to retax jury fees sustained.

State vs. George Lawson and George Hilliard; grand larceny. Finding of guilty. Sentenced to reform school.

New Suits Filed.

Clara A. Mitchell vs. William J. Mitchell; divorce. Cruelty.

Joseph Earnshaw, executor, vs. George W. Vansyckle et al.; foreclosure. Demand, $1,800.

Joseph Beeler vs. Lake Erie & Western Railroad Company; damages. Demand, $5,000.

Philander W. Payne vs. Amanda Smock; account. Demand, $300.

Jennie Franklin vs. Philip Franklin; divorce. Cruelty.

Building Permits.

Hattie A. Prunk, frame house, Bright and Ohio streets, $1,000.

Charles Behnke, frame addition, corner Foster and Post avenues, $450.

L. Muellen, frame cottage, Forrest avenue, $900.

R. Ryse, double frame dwelling, Vermont and Liberty streets, $3,300.

Peter F. Bryce, brick addition to factory, 14 South street, $2,742.

F. Ruskaup, brick building, 231 Shelby street, $330.

B. F. Dupree, frame house, Tacoma avenue, $1,500.

Court Notes.

Fred Riddle was fined $25 and given sixty days in the workhouse for beating his wife.

Essie Brehm was yesterday appointed guardian of Carl B. Brehm, a minor, with a bond of $100.

The case against County Commissioner Reinecke yesterday for fast driving was dismissed in Police Court.

George Lawson and George Hilliard, two boys, who were found guilty of stealing a buggy and harness, were yesterday committed to the reform school by Judge McCray.

Tim Smith was fined $5 and costs yesterday by Judge Stubbs for fast driving. He had driven a buggy about the streets of North Indianapolis in a reckless way and then tried to avoid arrest.

About Funeral Processions.

To the Editor of the Indianapolis Journal:

Not for many a month has a more timely and sensible suggestion appeared in the Journal than that of "Road Agent," in last Monday's issue. The time has fully come for municipal legislation on the subject of funeral processions, if it be only to repeal the present ordinance on that subject. But this need not be all. That ordinance may have been well enough adapted to our municipal childhood, but it is wholly out of harmony with present conditions. It belongs to the period in which it was unlawful to buy marketing at the market house until the market master had signified all was ready by ringing the bell on top of the old market house, and even then the corner groceryman dared not buy a pound of butter to sell again, until it was presumable that all consumers had had a fair chance at the supply on hands. When the town was small and more than one funeral a week was rare and processions were seldom a block long, it was well enough to provide that they should not be driven through, but it is different now. A few months ago, from the Bank of Commerce, I noticed a funeral procession passing up the east side of Virginia avenue. When the head of the procession was opposite the postoffice, the other end was yet out of sight over the viaduct. The carriages, ranging in kind from the regulation funeral hack to several one-horse spring wagons, were judiciously arranged for effect, being from thirty to fifty feet apart, and some order, with regalias and music, was equally displayed. The effect was imposing. One car was detained each way on Maryland-street crossing and more than a dozen at Washington street. The Irvington car happened to be just in time to block two College avenue, two Virginia avenue, one Pennsylvania, one Clifford, one Alabama, one Brightwood and one Central avenue going east, and one Noble and one East Washington going west. It happened to be about the noon hour, when the cars were crowded with men and women going to or from lunch, and possibly some were in a hurry to take a car at the station, with short time to do it in. No sane man will contend that the office of humanity or sympathy can be made to require such a sacrifice of time. Not less than two hundred people were put to inconvenience. To require the motorman to slow up, but not necessarily to stop on such occasions, would be respectful to the friends of the departed, while it would not perceptibly delay either the cars or the procession. U. L. SEE.

Indianapolis, July 16.

Without the Sun the Earth Would Be a Waste.

Its genial rays mean life. Sometimes, though, the heat disagrees with you. Maybe it will be only a trifling ailment—maybe exhaustion and most serious. A little care would avoid this. The taking of

Johann Hoff's Malt Extract

would "set you right"—would "keep you right." It is a nutritive stimulant, but not an intoxicant. It exalts the energies, aids digestion. Beware of imitations. Look for signature of "Johann Hoff" on neck label.

RAILWAY MAIL SERVICE CHANGES.

Chief Clerk W. F. Hitt Transferred—Chas. D. Rogers Succeeds Him.

Major Wilbur F. Hitt, who has been chief clerk in this city of the fifth railway mail service division for a number of years, has been transferred as head clerk on the Cleveland and St. Louis route. Charles D. Rogers, a Democrat of this city, succeeds him. The present administration has made a number of political changes recently in this division of the railway mail service, and the changes in many instances have been in those departments supposed to be under the wing of the civil service. Assistant Superintendent F. M. Burr has been assigned to duty as a head clerk. Mr. Hitt is one of the most popular men in the mail service and his affable, kindly manner, together with efficient business methods made him exceedingly well liked by the clerks who reported to him at Indianapolis. Mr. Rogers has been a head clerk on the Pittsburg and St. Louis route for a number of years. He belongs to the Shanklin faction of the Indiana Democracy.

Among the recent changes among the postal clerks are the following: F. W. Shoppert, appointed to the Chicago and Cincinnati route in place of O. B. Fawkner, of Indianapolis, transferred to the Cleveland and St. Louis line; Guy P. Barber, appointed to Pittsburg and St. Louis route, vice John W. Lindsay, transferred to the Cleveland and St. Louis line; Wesley A. Webb, of Columbus, appointed to Grafton and Cincinnati division; Charles A. Johns, of Camden, O., appointed to the Pittsburg and St. Louis division; Paul Lovie, of Chicago, appointed to the Chicago and Cincinnati route, vice Dennis Colbert, of Indianapolis, transferred to the Cleveland and St. Louis division; Charles A. Rippon, of Springfield, appointed to Pittsburg and St. Louis line, vice J. J. Stanley, transferred to Cleveland and St. Louis line.

CONCESSION IN PERIL.

Nicaragua Canal Company Has Not Kept Its Agreement.

NEW ORLEANS, July 16.—A private letter received from Managua, Nicaragua, contains the following, which is stated with every degree of authority: "The concession granted several years ago to the Maritime Canal Company by the Nicaraguan government for the construction of the Nicaraguan canal is for the second time in great danger of being canceled and, if annulled this second time, will otherwise be disposed of. This second trouble is caused by the promise to build a canal at a point called Tipitapa, which would connect lake Nicaragua with lake Managua. When the concession was granted it was agreed that in return for the concession a canal would be built at this point within three years after the beginning of the work on the main line of the Nicaraguan canal. The time limit placed on the completion of this waterway expired on October, 1892, and the company has made no steps toward carrying out its contract. The Nicaraguan government threatens the annulling of the concession and its threats have taken the form of a resolution on the part of the President and his Cabinet which, to all appearances, is final. The Nicaraguan Canal Company will be notified soon that the Nicaraguan government will hold it to the original proposition and the canal at Tipitapa must be constructed and completed within a short period. In this it is firm and should the canal company either refuse or neglect to carry out the original plan the concession will be annulled finally and forever. It is generally understood in Managua that if the work is not begun very shortly or if the canal company does not take almost immediate steps to convince the administration that the Tipitapa canal will be constructed the next meeting of Congress in Nicaragua will notify the cancellation of the concession, which Minister Gomez would not hesitate to bring about."

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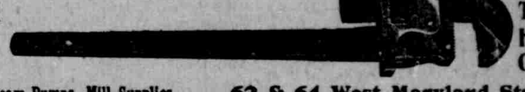

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COPY OF STATEMENT OF THE CONDITION OF THE

Springfield Fire and Marine Insurance Company

On the 30th day of June 1895.

Located at 222 Main street, Springfield, Mass.

A. J. WRIGHT, President. S. J. HALL, Secretary.

Capital stock is	$1,500,000
Capital stock paid up is	1,500,000

The Assets of the Company are as follows:

Cash on hand and in hands of agents	$401,659.95
Real estate unincumbered	134,000.00
Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value	2,588,094.00
Loans on bond and mortgage, being first lien on unincumbered real estate worth double the amount loaned	267,150.00
Debts otherwise secured	59,096.20
All other securities	33,151.71
Total assets	$3,581,151.86

LIABILITIES.

Losses adjusted and not due	$69,555.83
Losses unadjusted	93,215.77
Losses in suspense, waiting for further proof	20,679.26
All other claims against the company	35,720.40
Amount necessary to reinsure outstanding risks	1,241,270.16
Total liabilities	$1,558,441.42

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, 1895, 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 12th day o July, 1895. A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION OF THE

Allemania Fire Insurance Comp'y

On the 30th day of June, 1895.

Located at No. 5.8 Wood street, Pittsburg, Pa.

JOS. ABEL, President. G. W. HAMMER, Secretary.

The amount of its capital is	$200,000
The amount of its capital paid up is	200,000

The Assets of the Company are as follows:

Cash on hand and in the hands of agents or other persons	$13,89[illegible].83
Real estate unincumbered	28,500.00
Collateral loans	41,000.00
Stocks	26,893.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	203,571.72
Debts otherwise secured—bills receivable	5,926.23
Debts for premiums	28,353.58
All other securities—interest due and accrued	5,239.24
Total assets	$361,083.60

LIABILITIES.

Amount due to banks or other creditors—capital	$200,000.00
Losses adjusted and not due	10,828.75
Losses unadjusted	4,850.00
All other claims against the company	1,378.35
Amount necessary to reinsure outstanding risks	101,643.15
Total liabilities	$318,591.25

The greatest amount in any one risk, $10,000.

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, 1895, 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 12th day of July, 1895. A. C. DAILY, Auditor of State.

SUNDAY JOURNAL

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