MAY AVERT TROUBLE

WESTERN ROADS NOW LIKELY TO AGREE ON HARVEST EXCURSIONS.

Rumors Regarding Stop-Overs for Knights Templars Who Visit Boston—General Railway News.

The Western roads, having failed to reach an agreement on the question of harvest excursions while convened in a meeting, are now in a fair way to reach such an agreement without holding a meeting at all. The Illinois Central announced yesterday that it would accept the restrictions on the sale of its harvest excursion tickets which were recommended by the committee to the general meeting of the Western roads earlier in the week. It will sell tickets in the manner suggested for the first three excursions, and if the test is satisfactory, will continue them for the remainder. As soon as this was announced to Chairman Caldwell he reported the matter to the Burlington, and that road agreed to hold its excursions under similar conditions. This was also agreed to by all the interested lines, with the exception of two, from whom no vote has yet been received. It is probable that both of them will vote in the affirmative. The plan on which the Illinois Central will sell its tickets is that no round-trip tickets shall be sold, but that the agent at the point of destination shall, upon the payment of $2 issue a certificate that the holder is the original purchaser, and the original ticket, with the attached certificate, will then be good for the return trips.

The Solid Pressed Steel Truck.

T. A. Lawes, mechanical engineer of the Big Four, yesterday showed a representative of the Journal a new solid pressed steel truck, which he thinks possesses much merit. "The new designs," said he, "are for the purpose of lessening the amount of repairs to freight-car and locomotive-tender trucks. This truck differs from the ordinary diamond arch bar truck, which is the standard truck in universal use, in that the arch bars are replaced by a pressed steel side plate, made in a single piece, and riveted to the steel transoms. The truck is essentially a steel truck, no wood being used in its construction. The coil springs which are located under the wooden bolster of the diamond truck are, in the new truck, placed directly over the journal boxes and under the side plates. The new truck weighs per car one thousand pounds less than a standard diamond truck, which is a feature worth considering. The new truck has been received with considerable favor, there being some 12,500 cars equipped with them on nine roads. The N. Y. C. & H. R. and the Lehigh Valley have adopted them as their standard trucks for all new cars, and report the repairs to be 70 per cent. less than on the diamond arch bar truck."

Not the Success Expected.

The tests of the hauling of trains through the tunnel at Baltimore by electric motors have not met expectations, and cannot, so far, be considered a success. One of the Baltimore papers says: "It is the opinion that while the present motor has shown its capacity to haul heavy trains, yet the overhead structure, and other objections which have developed, will make the present outfit so unsatisfactory that it will in all probability not be accepted by the company. It is said that between 2,600 and 3,000 horse power of energy are required to start the motor with its load, and that the transfer of this amount of energy from the trolley line (which, by the way, looks very much like an overhead bridge) has been the occasion of much of the difficulty so far experienced. The Baldwin and Westinghouse people will, it is understood, devote themselves to the consideration of this subject from a standpoint more nearly in accord with the opinions of railway people than has heretofore been the case, and there will be sufficient engineering talent put into the work to insure a successful progressive development, which is looked forward to by railway managers with much more than ordinary interest."

Enlarging Its Laboratory.

The Pennsylvania has, in connection with its shop at Altoona, one of the largest laboratories in the country, which the company will considerably enlarge by putting another story on the present building and erecting an addition forty-eight feet square, and the same number of stories. This has been found necessary on account of the large amount of work that is being done by the chemists. The present force consists of six chemists, including Dr. Dudley, two clerks and two helpers. Some idea of the importance of the laboratory and test room will be realized when it is remembered that it is one of the fixed principles of the company never to purchase anything, however small, unless the article is actually as represented. It is the duty of this department to test all oils, paints, etc., just as the lumber, tie and other supplies are inspected. Out of the twenty-five million dollars' worth of purchases made annually by the company's purchasing agent, about $5,000,000 is expended in supplies which come under the supervision of the chemistry and test room department. When these things are taken into consideration it is no wonder that the need of more spacious quarters increases with the growth of the company.

Where Reform Is Needed.

The executive committee of the Trunk Line Association met with several representatives of ocean steamship companies in New York yesterday to consider terms of agreement for the coming year. It was announced that the session was preliminary to a meeting of the same interests for decisive action some time in October, the exact date not yet fixed. In the matter of through business from foreign ports to points in the interior of this country the railroads, particularly those running west from New York, ask the steamship people to make certain changes in their method of traffic. It is the frequent practice of vessel owners to take as ballast various lines of heavy freight, such as soda ash, chemicals, etc. In so doing they often quote rates from Liverpool to Chicago that are little, if at all, ahead of the regular railroad tariff from New York to Chicago. The railroad officers hold that this system needlessly reduces profits, and creates suspicion and wasteful conflict of interest among the railroads. It is to a reform of this grievance that the Trunk Line executive committee will direct most of its attention in considering the terms of next year's agreement.

Knight Templar Tickets.

A Chicago dispatch says: Some of the Eastern lines were much disquieted Friday over the report that one of the roads running East from Chicago had thrown down the barriers on the Knight Templar tickets to the extent of allowing wholesale stop-overs on the return tickets up to and including the final return limit of Oct. 3. This would be virtually making the return portion of the ticket good for passage West from Boston at any time between the date of arriving in that city and Oct. 3. It could not be definitely ascertained that any line had taken such action, however, and the rumor probably arose from the fact that some of the Eastern roads have said that they will allow stop-overs as late as Oct. 3, provided that the ticket is deposited in Boston, and shall then be used for continuous passage only between Boston and the point of original purchase, no stop-over being allowed at any intermediate point.

Personal, Local and General Notes.

H. C. Parker, traffic manager of the Lake Erie & Western, returned yesterday from West Baden, much improved in health.

When President Roberts returns to his headquarters and President Depew is back from abroad it is said they will at once adopt measures which will force a maintenance of rates throughout the entire East by the New England as well as the trunk lines.

M. J. Maxwell, president of the Jersey Central, has gone on a cruise along the Atlantic coast, to be absent until the middle of September.

Through the putting on of two pay cars on the Wabash system the employes will get their pay six to eight days earlier in the month than heretofore.

One of the class X engines on the Panhandle will be sent west to haul the heavy special trains over the Louisville division during the G. A. R. Encampment.

It is stated that the Wabash and the Chicago, Burlington & Quincy have entered into a friendly traffic alliance which promises to be of much benefit to both.

The earnings of the Chicago, Milwaukee & St. Paul for the second week in August were $528,341, an increase of $16,917 over the corresponding week of last year.

F. G. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines, is steadily improving in health, and expects to be at his office next week.

Charles Adams, city passenger agent of the Cincinnati, Hamilton & Dayton, returned yesterday from a two weeks' vacation. He spent the time in northern Michigan.

The managers of the Southwestern lines are said to be much encouraged over the present maintenance of freight rates, but the fight between the passenger lines is still on.

A. M. Stewart, general Western live stock agent of the Erie lines, is in the city. Through his efforts the Erie has built up quite a live stock traffic for the Eastern markets.

J. W. Scott, formerly general agent of the Minneapolis & St. Louis, has been appointed Northwestern agent of the Mobile & Ohio, with headquarters at Chicago, taking effect Sept. 1.

The hunting law of Michigan has been so changed by the Legislature as to make it necessary for the railroad companies to modify the dates and limitations of hunters' excursions.

George W. Biegler, for several years railroad reporter for the Terre Haute Gazette, has purchased a part interest in and assumed the management of the Daily and Weekly Journal of that city.

The first year that the Camden & Amboy, now a Pennsylvania line, was opened for business, which was in 1839, it carried but 32,000 passengers; in 1894 the same portion of the Pennsylvania system carried 21,773,258 passengers.

On Sunday the Grand Rapids & Indiana will change time. Train 6 will arrive at Richmond three hours later than now, making the connection with the fast trains for Indianapolis and Louisville closer than under the present arrangement.

The Baltimore & Ohio Southwestern, since the present management took charge, has replaced all the old bridges and superstructures with the most substantial and modern of bridges, and is now considering improvements in station buildings.

The C., C., C. & St. L. proper earned in the first week of August, gross, $284,980, against $264,791 in the corresponding week of 1894, and against $261,819 in 1895. This year the earnings were ahead of either 1894 or 1893 for corresponding weeks.

In the past six weeks two of the oldest engineers on the Baltimore & Ohio have been killed in accidents. Engineer Duffy was killed by the derailment of his engine at Rosby Rock, and engineer Ames was killed a few days later in a rear-end collision at Cameron.

The Pittsburg locomotive works have the contract to build ten of the thirty engines which the Lake Shore has ordered, and the Lake Shore people have asked the company to hurry their construction. Those to be built at the Pittsburg works are ten-wheel freight engines.

On Saturday, Aug. 25, the Cincinnati, Hamilton & Dayton will run an excursion in connection with the Monon between Cincinnati and Chicago at $6 for the round trip. The tickets will be good going on any of the regular trains of the 24th and 25th, and good to return on the trains of Aug. 25 or 26.

A few months ago it was mentioned that four of the baggagemen at the Union Station had quit because they would not work for the wages paid. Since that time thirteen men have been employed to fill their places, and discharged for not being competent, or quit themselves, not being able to endure the work.

Strange as it may seem the shortest route from Pittsburg to any point in Tennessee, Georgia or Alabama is via the Panhandle to Cincinnati and then by either line south from that point. A road is now projected which will be more direct, and it will be built in the interests of the Pennsylvania Company.

Three fine iron bridges on the Chicago division of the Big Four are nearing completion, one over Fall creek, 180 feet in length; another over the Iroquois river, 250 feet in length, and a third over the Kankakee river, 480 feet in length. With these complete every bridge between Indianapolis and Kankakee will be an iron structure.

Stephen Little, an expert railroad accountant, has just returned from Europe, and this week went to Denver to examine the affairs of one of the Denver roads. Mr. Little states that while in Europe he met many leading financiers, and found most all of them of the opinion that in this country the worst in financial affairs is over.

The Boston & Albany has just issued its annual report for the year ending June 30, 1895. It shows that the road carried during the year 12,151,670 passengers, which was a decrease of 430 as compared with the year ending June 30, 1894. During the year the road carried 3,994,240 tons of freight, an increase of 93,568 tons over the year preceding.

The increase in passenger business over the Panhandle's Chicago line and the Louisville division of the Pennsylvania has necessitated the putting on of an extra coach several times of late. H. R. Dering, assistant general passenger agent, states that the trains are all paying handsomely. Often, in years past, they were run at a loss to the company between Chicago and Indianapolis.

Large purchases of stock of the Atlantic Short-line, a railroad now in the hands of a receiver, have been made at Savannah on orders from New York. The Atlantic Short-line has valuable franchises and terminals at Savannah. It is believed the Georgia & Alabama Railroad Company, which took control of the properties of the old Savannah, Americus & Montgomery railroad on Wednesday is seeking to obtain control of it.

J. M. Tennis, general traveling freight agent of the Erie lines, has just completed the thirty-fifth year of service with what constituted the Erie system of roads. When the war broke out he represented the Atlantic & Great Western, now part of the Erie, at Memphis, Tenn. Probably there is no freight man in the country who has traveled more extensively or who is better known. For some years his headquarters has been at Indianapolis.

It is stated that the owners of the Northern Ohio, now a part of the Lake Erie & Western, have made arrangements for a connection with the Cleveland & Pittsburg, a Pennsylvania line, to go into Cleveland. The object, of course, is to enable the Lake Erie & Western to exchange business with the Lake Shore or give it power to route business by some other road which will tend to induce the Lake Shore to give some of its west-bound business to the Lake Erie & Western.

The Monon will run another one-dollar, round-trip excursion to Cedar lake on Sunday, Aug. 25. General Passenger Agent Reed says the only excursions which pay a road to run are those where a person can get a good railroad ride, have a few hours rest at some pleasure resort, and return the same night. He argues that when any hotel expenses are incurred by a longer limit it catches travel that would go at full rates, but the one-day, Sunday excursion catches the man who has $1 to spend in a pleasant manner, but does not care to pay a hotel bill.

Master car builders and managers of car works have received a circular giving the new schedule for repairing cars of foreign roads, which has been prepared by the proper committee of the Master Car Builders' Association, as follows: Box-car bodies under thirty-two feet long, $240; thirty-two to thirty-four feet, $275; thirty-four to thirty-six feet, $300; thirty-six feet or over, $325, and $25 additional for cars of 60,000 pounds' capacity, with four-inch journals; trucks, with wood transoms, $200; with metal transoms, $250; air brakes, $40. M. B. C. couplers are sold at $20. These items make the total cost of a completely equiped box car from $500 to $600, according to the size.

A railroad official, yesterday, in speaking of the new system which F. G. Darlington and officials of other roads than the Panhandle lines had adopted, said: "In principle it is right, but in its workings it is too severe. Men are suspended for trifling offenses. He then cited several cases wherefor some trivial matter men had been suspended five or ten days, when a mention of their shortcomings would have had a much better effect without any punishment. "It is so easy," said the official, "for a superintendent or his subordinate official to suspend a man for a few days for some minor offense, which, on most roads, would be overlooked, or, at least, if mentioned, would be done in such a manner that the offending party would never do it again."

The German Language.

To the Editor of the Indianapolis Journal.

In writing your remarks in your issue of last Sunday about my card on the German language you seem to have overlooked that I advocated its study as beneficial in connection with the English. I herewith simply allude to a very common English phrase, viz.: "I run the business, or the machine," and in the reverse sense, "The business, or the machine, runs." This is confusing to the pupil. In German you cannot use the same verb in the opposite directions. As Professor Peasly demonstrated, the study of more than one language in the schools is very beneficial and important. You show by statistics that the English language is more widely distributed over the world than the German. At the same time it is evident that both languages have the same root—that the former is rather a descendant from the latter. The English is really a German language intermixed with French, Latin and Greek words.

CLEMENS VONNEGUT.

Indianapolis, Aug. 16.

NO ANSWER RECEIVED

H. SELLERS M'KEE EXPECTED IN THE CITY TO-DAY.

Paving Feature of the Street-Car Proposition Continues to Be Much Discussed.

Ferdinand Winter, attorney for the Citizens' Street-railroad Company, was asked yesterday if the company had reached any conclusion in regard to the proposition recently submitted by the city. He said the matter had been referred to Mr. Verner, who, in turn, had submitted it to Mr. McKee. It was expected that Mr. McKee will come to the city to-day to further consider the matter.

The matter of paying for the pavement between the tracks continues to be a subject of discussion. There are only two opinions on the subject: one held by the property owners on the lines of the tracks and the other by the property owners off the lines. The reasons advanced by the city committee for its action are worse than no reasons in the minds of the first class, while with the others they are amply sufficient.

PARK COMMISSIONERS PROTEST.

Want the City to Demand More of the Street-Car Company's Earnings.

W. H. Leedy, H. Clay Allen and Frank Maus, members of the Park Commission, held a short session yesterday but did little business. They discussed the street-car situation and decided to send a protest to the city committee that has the matter in charge. The protest recites that the commission is in need of funds and that other cities are receiving large sums for park purposes from street-railroad companies. It also states that it is well known that such companies will more readily pay large sums for privileges if it is known that such money will be invested in parks. For these reasons the commission protests against the demands of the city as decided upon at the meeting last Wednesday afternoon and asks that a larger per cent. of the gross receipts be demanded.

A committee was before the commission with a plat of Pleasant run, from Washington street to Shelby, and asked that some steps be taken toward making the entire banks a narrow park. The members looked over the map, but took no action. A number of bills were presented, but on account of the shortness of the commission's funds there was no action on them.

The dam in Garfield Park is almost completed, but to make the improvement perfect two protecting walls will have to be built and the commission has no money to pay the expense.

The Discourtesy Explained.

Mayor Denny yesterday received a letter from Mr. Campbell, treasurer of the American Reduction Company, stating that the various recent communications from the city would be answered as soon as Mr. Kelly returns from Bar Harbor, where he is under a physician's care, which it is hoped will be in a few days. This explains what seemed to be discourtesy on the part of the company.

LAST OF APPEALS.

State Tax Board Had Several of Them Yesterday—End of Second Session.

The State Board of Tax Commissioners yesterday heard appeals from private individuals and corporations. Governor Matthews was not with the board until late in the afternoon. Samuel Murdock, manager of the Wabash, Logansport, Peru and Decatur natural-gas companies, appealed for a reduction of assessments levied by the respective counties in which the company has interests.

The Adams County Board of Review assessed the Decatur company $87,073.80, which Mr. Murdock thought should be reduced to $31,697.20; the Peru company was assessed at $74,017, Mr. Murdock contending that $24,017.16 would be sufficiently high. For the Wabash company he asked that the assessment of $96,747.95 be reduced to $31,747.95. Mr. Murdock endeavored to show the board that the steady decline in the pressure of natural gas had tended to lessen the values of gas property.

Representatives of the Baltimore & Ohio Southwestern Railroad Company appeared before the board with an appeal from the assessment of the Knox County Board of Review. They complained that the board of review assessed as real estate five pieces of property in Vincennes which should have been assessed as right of way. The appeal was sustained by the State board.

The Diamond Plate Glass Company, of Elwood, appealed from the assessment placed on that corporation by the Madison County Board of Review. The local board rated the valuation of the company's improvements at $250,000. The company asked that these figures be reduced to $175,000, contending that the improvements cost but $205,000 in 1890.

C. C. Shirley and W. C. Purdom, of Kokomo, had a talk with the board about the Howard National Bank and the Citizens' National Bank, of that place. The last named institution was assessed at $103,000 and reduced to $94,000 by the local board of review; the Howard National Bank was assessed at $143,000 and reduced to $130,000. The State board was asked to allow these assessments to stand.

Milton Garrigus, auditor of Howard county, thought the real estate in that county was assessed too high. It has depreciated in value since 1891. In that year there was a boom in the gas belt, and land sold for almost any figure asked. Colonel Walker, of the board, felt that the assessment in Howard county was low enough. In the adjoining counties real estate was assessed $3 more on the acre than in Howard county. Messrs. Shirley and Purdom also addressed the board on behalf of the Kokomo Savings and Loan Association. There was a misunderstanding as to the assessment of stock, which was made clear to the gentlemen.

The second session of the board concludes to-day. Beginning with Monday and continuing ten days the session will devote to the rehearing of railroads.

A Run to Noblesville.

A meeting of the Indianapolis Cycle Club was held last night at 92 North Meridian street. A board of directors was elected. The membership has been increased within one week to over one hundred. Permanent quarters have been secured at 153 Park avenue. The club expects to give an opening inside of two weeks, to which all wheelmen will be welcomed. A run will be made Sunday morning to Noblesville, starting at 6:30 from Monument Place, returning by way Fisher's Station. Some ladies will make the trip.

Jails Overcrowded.

Secretary Bicknell, of the Board of State Charities, returned yesterday from a visit to the penal and charitable institutions of Randolph, Madison and Delaware counties. At Muncie Secretary Bicknell found the jail much overcrowded, and the same conditions prevail at Anderson. In the Muncie jail twenty-nine prisoners are crowded into seventeen cells. Mr. Bicknell believes that the best method of relieving the overcrowded condition of the Muncie jail would be to build a county workhouse.

Rev. Mr. Swan Called to California.

Rev. George E. Swan, formerly at the head of the Episcopal School for Young Ladies in this city, has accepted a call to become rector of a parish at Berkely, Cal., a suburb of San Francisco. He will leave for his new charge about Sept. 1.

Druggists say that their sales of Hood's Sarsaparilla exceed those of all others. There is no substitute for Hood's.

SUNDAY-SCHOOL WORK

ELUCIDATION AND REVIEW OF INTERNATIONAL LESSON, AUG. 18.

The New Home in Canaan, as Described in Deuteronomy vi, 3-15—A Remarkable Political Structure.

By REV. JAMES E. GILBERT, D. D., Secretary of the American Society of Religious Education.

(These lessons constitute the Sunday-school extension department of the above named society. All who study them are requested to send their names, postoffice address and denomination, mentioning this paper, to the author at Washington, D. C., for enrollment.)

CONTEXT.—The plague of fiery serpents cured the Israelites of their murmuring. (Numb. xxi, 6.) Thereafter they marched toward Canaan with loyal patience. In the way Moses gave instructions suited to their needs, partly moral, partly ceremonial. Opposed in their progress by Sihon and Og, kings of the Ammorites and of Bashan, they gained a splendid victory. (Numb. xxi, 24-35.) This greatly alarmed Balak, King of Moab, who requested Balaam, the priest of Pether, to curse Israel; but the latter, under divine direction, pronounced blessings. (Numb. xxiii, 20.) Passing on, the people encamped on the plains, east of the Jordan, opposite Jericho (Numb. xxi, 1), where for several months they rested in full sight of the promised land. There a new census was taken, showing a loss, since the former enumeration (Numb. ii, 31), of nearly two thousand fighting men. (Numb. xxvi, 51.) Having been forbidden to lead the people further (Numb. xxvii, 4), Moses requested a successor, and God appointed Joshua.

FAREWELL.—The men to whom the Ten Commandments were first delivered had perished in the wilderness. It seemed necessary to repeat and reaffirm that law in the presence of the new generation who were soon to enter upon their inheritance. In the performance of that service Moses would take leave of the congregation and lay down his life office. It was an impressive occasion when the vast assemblage stood before him to hear. On account of his extreme age (Deut. xxxiv, 7), as well as his long service, they who had grown up about him must have reverenced him as a father and a friend. The book of Deuteronomy is a record of the final utterances of that great man. (Deut. i, 1-5.) Its title, derived from two Greek words, signifies the second law, or the second giving of the law. Moses not only enjoined what God had previously enacted, but he gave advice, the result of his experience and observation, illustrating and confirming the same by numerous historical references. This he did, prompted by a desire for Israel's prosperity in the new home. (Verse 3.)

BASIS.—Moses was a theist. In philosophy (Gen. i, 1), in religion (Ex. xx, 3), and in political economy he always began with some thought of God. Notwithstanding his Egyptian training (Acts vii, 22), he laid chief emphasis upon the subject of the divine unity. In laying a basis for national security and in stating the conditions for the public welfare He exclaimed (verse 4), "Hear, O Israel, the Lord, our God, is one Lord." He puts that truth in the forefront. By it he would distinguish Israel from all other people who believes in many gods. It was expected that the firm holding of that doctrine would awaken lofty ideals and insure the best social order. Advancing from that fundamental thought. He enjoined love to God. This followed as a necessary deduction. Supreme love—engaging the whole heart, soul and might—is due to a Supreme Being. Right thinking should lead to holy affection. In this Moses anticipated Christ. (Matt. xxii, 37), showing the unity of the dispensation (Luke x, 36.) Essential piety is always the same.

COMMANDS.—Moses did not pause with enjoining correct thoughts and feelings concerning God. He enforced all those commands which God had delivered by him. Why should a man who loves be bound by laws? Does not love render law unnecessary? Is not love itself a law? So some teach. But Moses was wiser. He was dealing with people who must be educated and elevated, for whom institutions had been established with imposing ceremonial. Some of the laws regulated those institutions, while other laws pertained to the relations and duties of men. Hence he required that the demands should be committed to memory (verse 6), that the people might become law-abiding. Besides, this Mosaic code was a transcript of the divine mind. To know it was a sure way of knowing God. (Psalm i, 2.) Meditation upon it would strengthen all the intellectual powers (Psalm xix, 7, 8), awaken hope and purify and comfort. (John xvii, 17.) It was as true then as now, and it is universally true—that men are made free by the truth. (John viii, 32.) Much sin is attributable to ignorance. (Acts iii, 17.) Judaism and Christianity are in accord in emphasis of law. (Deut. v, 29; Matt. v, 18.)

CHILDHOOD.—By loving God and keeping His commands Israel might attain an exalted condition. (Psalm cxliv, 15.) But that generation would soon pass away (Eccl. i, 4), and those who came after might quickly pull down what had been builded. (I Sam. ii, 17.) Unless provision is made for the young, a nation will fall to decay. (Psalm lxxviii, 8.) Good statesmanship will seek the nurture of childhood. It is possible by good training to make the future better than the past. (Prov. xxii, 6.) Hence, to avert calamity and to promote progress, every people ought to give heed to the little ones (Mal. iv, 6), who are God's heritage. (Psalm cxxvii, 3.) Moses displayed his wisdom in the farewell address to Israel by requiring, as the third item in his advice for their welfare, the instruction to the young. (Verse 7.) "Thou shalt teach them," not geography, arithmetic, language (strange that a scholar like Moses should overlook human learning), but "the commands of God." How he exalts divine truth in building character! (Psalm cxix, 9.) How he emphasizes the parental office! He would make the home a school, God's word the chief theme of conversation, inscribed on the posts of the house and on the gates! (Verses 8 and 9.)

RICHES.—Moses expected that Israel would become wealthy. It would be difficult to keep God-fearing people poor. (Prov. iii, 16.) Righteousness is capital, and its returns large and sure; and that, because it qualifies men for legitimate business, and prevents them from unholy pursuits. (Psalm xxxvii, 25.) Besides, accumulated treasure, handed over to godly posterity, will increase more and more. And, what was specially worthy of consideration, it was a rich land into which the people were to enter, "full of all good things." (Verse 2.) They would receive wells which they did not dig, "vineyards and olive trees," which they did not plant. The wealth of the Canaanites and of other nations (Numb. xxxi, 32) would be transferred to them (Isa. lxi, 6), and with that beginning they would go on from year to year and from century to century. With a prophet's eye Moses may have contemplated the vast aggregate of earthly possessions which would ultimately be granted to this highly favored people, under the blessing of Almighty God. (I Chron. xxii, 16.)

DANGER.—Wealth brings luxury, and luxury pride, and pride turns the heart away from God. (Prov. xvi, 18.) And so the prosperity which results from righteousness is attended by danger. Moses did not leave the people ignorant on this point. If they had complained in their poverty (Numb. xxi, 5), and suffered in consequence, he would have them know that when they had eaten and were full they might fall into greater evil. "Beware lest thou forget the Lord which brought thee out of the land of Egypt," he says. (Verse 12). Bad as it is to question the wisdom and goodness of God because of temporal reverses, it is infinitely worse to receive blessings at His hands, and then, satisfied with the gift, ignore the giver. Indifference and ingratitude are the basest of sins. (Rom. i, 21.) When the heart has been filled with earthly good (Matt. xix, 22), and God has been crowded out, how shall the man lead a true life—how shall he fill his mission, how shall he become an agent of good to others (Mark x, 23.) "Beware!" cries the venerable leader. (James i, 17.)

REMEDY.—How shall Israel be saved from apostasy, from practical atheism and worldliness, through wealth? In the midst of increasing riches how shall the nation be kept true to God? Moses answers, "Fear Him, serve Him, swear by His name." Reverence first, hallowing His name in the thought (Matt. vi, 9), serving next, consecrating all things to His use; testifying in his name, appealing to Him for the truthfulness of all testimony. Here is the proper state of the heart, the surrender of the life and the homage of the lips, covering the inner and the outer, and the entirety of human existence. This is the plan of absolute and perpetual loyalty. In connection with this positive precept, Moses gave a negative, forbidding the service of other gods. (Verse 14.) Unwilling to conform to the demands of the Almighty, and equally unwilling to abandon all religion, wealthy men sometimes make a god and a religion to suit thier convenience. (Rom. i, 28.) The Israelites were warned against such a course, by the fact that God in anger might destroy them. (Verse 15.) Remembrance of His judgments would fix this thought in our minds. (Numb. xxi, 6.)

REVIEW.—By the foregoing outline it appears that Moses desired to build the new home of his people in Canaan on a purely theocratic plan. Love for the only God, His word treasured in the heart, childhood nurtured for Him, steadfast loyalty with increasing wealth—these advices were adapted to make a nation with whom God could abide, through whom He might accomplish His purpose with other nations. Whatever prominence had been previously given to the tabernacle and the priesthood, the family and the parent are placed above them. However much in after centuries the Holy Spirit might communicate by the prophets special stress is here laid on the commands then delivered, which were never to be forgotten. The system was not one of popular sentiment and majority, of military power and glory, of superstition and tradition, but of truth, of training, of culture, of love, dealing with individuals. This is the most remarkable political structure of all the ages. Considering the time and the circumstances of its announcement it must have been divine.

A Prayer.

Ah, bitter is the bread of tears,
With which Thy children, Lord, are fed;
And long and dark and full of fears,
The thorny road which they must tread.

We gasp and struggle as we eat;
With choking voice we cry to Thee;
We stumble on with bleeding feet,
Praying a ray of light to see.

When tongues are parched with cruel thirst,
A salty drink is for us stirred,
And each one thinks his cup accursed,
And each one doubts Thy saving word.

O Thou, who promised to abate
The punishment would we believe,
Help us in confidence to wait,
Help us in patience to receive

Whatever comes. Help us to know,
Although in anguish sore we strive,
The souls that suffer, also grow,
And that which kills can make alive.

—May W. Donnan.

INDUSTRIAL INSURANCE CASE.

Company Cancels Policies and Holder Wants Premiums Repaid.

John McCormick yesterday brought suit against the Metropolitan Life Insurance Company. He alleges that he paid weekly premiums upon a number of policies in favor of himself upon his own life and those of several children until the middle of July, when the company canceled the policies and refused to accept the premiums, amounting to 99 cents a week. The plaintiff alleges that it was wrongfully and illegally done. He alleges that in the five years of his connection with the company he paid $200 in premiums, and he demands damages of $300.

Damages for a Peculiar Accident.

J. Frank Fleming demands $5,000 from the Citizens' Street-railroad Company in satisfaction of damages received while employed as motorman on a College-avenue car. The trolley wire broke and wrapped about the car, which was in this way so charged with electricity that Fleming was thrown ten feet to the curb by the shock and painfully injured.

Insane Man Wants His Freedom.

A writ of habeas corpus was sued for yesterday in Judge Harvey's room in behalf of John O'Callaghan, who was adjudged insane and sent to the Central Hospital. The hearing will occur Monday.

New Suits Filed.

John McCormick vs. Metropolitan Life Insurance Company.

Fannie Powell vs. Joseph W. Powell; divorce. Fidelity.

Terre Haute Brewing Company vs. Henry D. Pierce; replevin and damages. Demand, $100.

J. Frank Fleming vs. Citizens' Street-railway Company; damages. Demand, $5,000.

Thomas Taggart vs. Henry Warrum, administrator of estate of Stephen E. Urmston, deceased, et al.; foreclosure. Demand, $500.

Mary L. Jacks vs. Nancy R. Miles et al.; slander. Demand, $7,000.

DAILY VITAL STATISTICS—AUG. 16.

Deaths.

Sarah E. Hall, eighty-seven years, 287 East South street, heart failure.

May Held, twenty years, 324 Chestnut street, shock.

Infant Hines, three days, North Indianapolis, inanition.

Births.

Julia and Fred Schaub, 275 Indiana avenue, boy.

Anna and Joseph Hines, North Indianapolis, girl.

Mrs. and John Dotley, 59 Superior street, girl.

Lizzie and Cyrus Thomas, 37 Ingram street, girl.

Emma and Frank Wright, 23 Dawson street, girl.

Della and C. E. Hutchinson, 32 Linden street, boy.

Jane and Joseph Staton, 9 Minerva street, boy.

Marriage Licenses.

John M. McGreevey and Effie Kelso.
Manson Peters and Jennie Cress.

"SIESTA."

The Spanish call the noon-day rest from the hot sun, Siesta.

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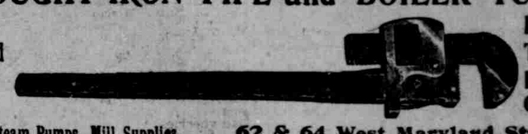

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CHURCH NOTICES.

Baptist.

FIRST BAPTIST CHURCH—Northeast corner New York and Pennsylvania streets. The Rev. D. J. Ellison, pastor. No preaching services, the congregation uniting with the First Presbyterian Church. Sunday school, 9:30 a. m. Young People's meeting, 6:45 p. m. The Rev. James Yoannan, a native of Persia, will give his interesting and instructive lecture on "Persia and the Persians" at 7:45 p. m., in the lecture room. All are cordially invited. Prayer and conference meeting Thursday evening.

Christian.

CENTRAL CHRISTIAN CHURCH, CORNER Delaware and Walnut streets, at 10:45 a. m. Conducted by Rev. A. L. Orcutt, of Danville, Ind. Subject, "The Three Incarnations." Sunday-school at 9:30 a. m.; Howard Cale, superintendent. Y. P. S. C. E. Junior Society, at 9 a. m. Senior Society at 6:30 p. m. Topic, "Christ's Work for the World." Leaders, Mrs. O. J. Johnson. Music committee and prayer meeting Thursday evening at 7:45. All are invited to these meetings.

Episcopal.

ST. PAUL'S CHURCH—New York and Illinois streets; G. A. Carstensen, rector. Holy communion, 8:45 a. m.; morning prayer and sermon, 10:45 a. m. The Rev. Sidney T. Smythe, president of St. John's Military Academy, Delafield, Wis., will preach No evening service

Methodist.

CENTRAL-AVENUE METHODIST EPISCOPAL CHURCH—Corner of Central avenue and Butler street. Rev. Henry A. Buchtel, D. D., pastor. Sermon by the pastor at 10:45 a. m. Sunday school, 9:30 a. m. Epworth League, 6:45 p. m. No evening service. Prayer meeting Thursday, 7:30 p. m. Strangers cordially welcomed.

MERIDIAN-STREET M. E. CHURCH — Corner of New York and Meridian streets. Preaching at 10:30 a. m. by the Rev. H. J. Talbott, D. D. Christian Endeavor service, with assistance of church choir, at 7:30 p. m. Sunday-school and class meeting at 9:15 a. m. Thursday evening, prayer meeting, at 7:45. All are cordially invited.

ROBERTS PARK M. E. CHURCH—Corner Delaware and Vermont streets; Rev. T. I. Coultas, D. D., pastor. Class meeting at 9 a. m. Sunday-school at 10 a. m. Preaching at 11 a. m. and 7:45 p. m. by the Rev. J. G. Campbell, of Thorntown, Ind. Epworth League, 6:45 p. m. Prayer meeting Thursday evening at 7:45.

Presbyterian.

SECOND PRESBYTERIAN CHURCH—Corner Vermont and Pennsylvania streets. Rev. Joseph A. Milburn, pastor; Rev. Edward Baech, assistant pastor. No service in the morning. Evening service conducted by the Young People's Society of Christian Endeavor, beginning 7 p. m., in the Chapel; Sunday school, 9:45 a. m.; prayer meeting, Thursday evening at 7:45. Mayer Chapel, corner of West and Catherine streets: Sunday school at 2:30 p. m.; prayer meeting Wednesday evening.

MEMORIAL PRESBYTERIAN CHURCH—Corner of Christian avenue and Ash street. Rev. Frank O. Ballard, pastor. Rev. Charles N. Sperling, pastor of the Moravian Church, will preach to-morrow at 10:30 a. m. No evening service. Sunday school at 9:15 a. m., Lot Lee, superintendent. Young People's Society of Christian Endeavor at 6:45 p. m. Midweek prayer and conference meeting Thursday evening at 7:45. All are cordially invited. Seats free.

TABERNACLE CHURCH—Corner Meridian and Second streets. Rev. J. A. Rondthaler, D. D., pastor; Rev. W. B. Dunham, associate pastor. Preaching by the Rev. J. W. Parker, of La Gro, at 10:30 a. m. Sunday school, 2:15 p. m. Y. P. S. C. E., 3:30 p. m. Preaching in Mount Jackson and West Washington-street chapels at 7:45 p. m.

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