SOCIETY MEETINGS.

MASONIC—Ancient Accepted Scottish Rite. Meeting of Adoniram Grand Lodge of Perfection in asylum of Raper Commandery this Wednesday evening, at 7:30 o'clock. Conferring the fourteenth grade. N. R. RUCKLE, T. P. G. M. JOSEPH W. SMITH, Secretary.

LOST.

LOST—A silk mohair carriage robe, one side red the other side black. Return to 34 West Second street and get reward. W. H. COLEMAN.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 75 East Market street.

MONEY TO LOAN on Diamonds, Watches, Clothing, etc., at No. 149 East Washington street.

FINANCIAL—Large loans at 5 per cent. on business property. THOS. C. DAY & CO., 72 East Market street.

FINANCIAL—Mortgage loans. Six per cent. money; reasonable fees. C. S. WARBURTON, 26 Lombard Building.

LOANS—Sums of $500 and over. City property and farms. C. E. COFFIN & CO., 90 East Market street.

MONEY—To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

MONEY TO LOAN—On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

LOANS—Six per cent. money on improved real estate in this city only. (No loans made outside.) Borrower has the privilege of prepayment semi-annually. No delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

WANTED—AGENTS.

WANTED—Agents for our new household specialties; wages, $3 to $7 a day; pay every week. CENTRAL SUPPLY COMPANY, Cincinnati, O.

WANTED—Agents make $5 daily; marvelous invention; retails 25 cents; two to six sold in a house; sample mailed free. FORSHEE & M'MAKIN, Cincinnati, O.

AGENTS—A snap for you; $95 weekly; $5,000 yearly. No experience required; failure impossible. Our scheme a new one. Particulars free. Address P. O. Box 5308, Boston, Mass.

WANTED—We want a few men to represent us in cities and towns, soliciting orders for our high grade and complete line of Ornamental Shrubs, Trees, Hardy Roses, etc. Also, men to work country trade on sale of our famous Northern Grown Seed Potatoes, and full line nursery stock. Apply at once, stating age. L. L. MAY & CO., nurserymen, florists and seedsmen, St. Paul, Minn.

WANTED—MISCELLANEOUS.

TAYLOR & SCHNEIDER—Formerly with R. R. Miles, are now at 22 West Circle street.

WANTED—Two pop-stitch sewers in collar factory. Apply to HOLLIDAY & WYON, Georgia and Pennsylvania streets.

WANTED—Letter press wanted. All cast iron, screw adjustment, not over 12x15 bed. Cash for same. The ECHO, Darlington, Ind.

WANTED—A good contralto voice for quartet, also contraltos and bassos for chorus choir. Apply, First Baptist Church, Friday afternoon.

WANTED—A first-class, thoroughly experienced double entry bookkeeper and cashier for a large manufacturing company, one who is capable of handling a force of assistants and taking full charge of counting room. No other need apply. Answer in own hand-writing, stating age, experience and salary expected. Address H. care Journal.

WANTED—
MONEY, MONEY, MONEY,
Loaned on Furniture, Pianos, Etc., in sums of $10 and up, and on time to suit borrower and at lowest rates. Business confidential.
SECURITY MORTGAGE LOAN CO., Room 207 Indiana Trust Bldg., cor. Washington St. and Virginia Ave. Entrance on Washington St.

ANNOUNCEMENTS.

ANNOUNCEMENT—How to become lawful physicians. Course by mail. ILL HEALTH UNIVERSITY, Chicago.

MASSAGE.

MASSAGE—Massage treatment for gentlemen, and ladies' vapor, medicated steam baths; alcohol rubbing. No. 4 Massachusetts avenue, corner of Pennsylvania. MRS. DR. SILVA.

NOTICE TO STATIONERY AND BLANK BOOK HOUSES.

Notice is hereby given that the committee on printing and stationery of the Grand Lodge and Grand Encampment of the I. O. O. F. of Indiana will up to 2 o'clock p. m., on Thursday, the 19 day of December, 1895, receive sealed bids for the stationery and blank books for the year succeeding the letting or to be for one year. After which hour the committee will examine all bids and award to the lowest and best responsible bidder, the committee reserving the right to reject any or all bids. The samples and formula of bidding and the material and matters used and needed will be furnished all who desire to bid by B. F. Foster, grand secretary and grand scribe, at his office in the Odd Fellows' Building, Indianapolis. The committee will meet at the time above designated in the room above the grand secretary's office and also at 10 o'clock a. m. on said 19th of December, 1895. J. B. KENNER, Chairman Committee on Printing.
Indianapolis, Dec. 9, 1896.

SKATING AT BROAD CUT.

A Thousand or More Young People Were Out Yesterday.

There was a merry winter carnival yesterday on Broad Cut, that wide portion of the canal which begins at a continuation of Twelfth street and extends almost to the aqueduct. Over a thousand skaters, most of them young men and school boys, were skimming over the ice which is solid from bank to bank. Perhaps a hundred young women and school girls were there too, some of them taking their first lesson in the healthy sport with brothers or their "best" young men. There was no disorder whatever during the day and only one lone crap game was seen along the bank. Three or four colored men alternately "rolled the bones" and blew in their fingers to keep them warm as well as to infuse the magic of luck in the favorite fashion of the crap shooters. The ice is several inches thick, apparently quite safe, and as smooth as could be expected with so many blades of sharp steel to chop it. Along the banks were many bicycles locked in close embrace and appearing very sad that their owners should have ridden them out that far only to abandon them for another sport. The clear, bracing day made an admirable occasion for skating. Between Fifth and Seventh streets there is also a considerable stretch of ice, but it does not afford so wide a sheet as Broad Cut. The best way to reach Broad Cut from down town is by the North Indianapolis car line, alighting at Twelfth street and the Michigan road, then taking a path across to the canal. Bicyclists can go up the tow path.

Dealers in skates say the sport will be a very popular one this winter if cold weather is continuous, as skates are remarkably cheap. For $2 can be bought a nickel-plated lever skate that sold but a few years ago for $7 and $8. Good steel skates can be obtained for as low as 50 and 75 cents, while the old style cast iron affair that delighted boys eight years ago is not worth the manufacture. It is a very rare sight, indeed, to see a pair of the old wooden bottom, strap skates nowadays.

No Reply from Rev. Mr. Arnold.

The vestry of Christ Church has not yet received a final reply from Rev. A. J. Arnold, of Media, Pa., who was called to take the place made vacant by the death of Rev. J. Hilliard Ranger. There is some doubt as to whether the Pennsylvania clergyman will come. The vestrymen want him to at least visit Indianapolis, hoping to show him the advantages of this field. It is hardly probable he will come during the advent season. His present charge is a few miles from Philadelphia.

Settlement of Counties.

The following counties settled with the State yesterday: Fountain county paid in $20,900 and drew out for schools $10,436; Randolph county paid in $31,183 and drew out $15,239; Jennings county paid in $10,766 and drew out $5,746; Cass county paid in $32,812 and retained $16,307.

The woman "with nerves" forgets them by using Postum Cereal, the great table beverage. At grocers 25 cents a package.

EFFECT OF THE DEAL

HOW SALE OF THE L., D. & W. IS VIEWED BY RAILWAY MEN.

Valuable Acquisition to the C., H. & D.—Atchison, Topeka & Santa Fe Sold for $60,000,000.

The announcement yesterday morning that the Indiana, Decatur & Western had really been sold to men who would operate it in the interest of the Cincinnati, Hamilton & Dayton was not credited in all quarters, but yesterday forenoon the statement was fully confirmed by telegrams received by R. B. F. Peirce, general manager. The general expression among railroad and business men is one of rejoicing that the Cincinnati, Hamilton & Dayton is to control the road, as business and railroad men have admiration for that company, so much aggressiveness has it shown in improving the property, making it a road second to none and putting on trains to accommodate both the traveling public and delivering freight with a promptness which meets with favor on the part of shippers. The Cincinnati, Hamilton & Dayton road has a Western outlet which has excellent connections and is so located that it can be extended west to even more important connections. Unquestionably, the Brice syndicate is disappointed over the turn matters have taken, without doubt. Those gentlemen expected that the owners of the Indiana, Decatur & Western would become discouraged and the Lake Erie & Western could secure the road on about its own terms.

The Indiana, Decatur & Western road, which extends from Indianapolis to Decatur, 152 miles, was organized by the stockholders' committee in 1894 to succeed the Indianapolis, Decatur & Western, which was sold under foreclosure of the Indianapolis, Decatur & Springfield in 1876; in July, 1895, the Decatur & Eastern, formerly leased, was consolidated with the Indiana, Decatur & Western. The new company authorized common and preferred stock at $6,000 per mile each, and first mortgage fives at $12,000 per mile, with H. W. Smith, of New York, president. For some weeks negotiations have been pending in a quiet way to effect the deal completed yesterday. The Indiana, Decatur & Western is a natural Western outlet for the C., H. & D. Until the Pennsylvania secured control of the Vandalia the road had a very friendly Western feeder in the Vandalia, but the last year the Vandalia did not give as much business to the Cincinnati, Hamilton & Dayton as the latter did to the Vandalia, and the road has had no feeder of any value except the Indiana, Decatur & Western. The C., H. & D. can now establish a good S. Louis line in connection with the Toledo, St. Louis & Kansas City at Metcalf, and with the Wabash at Decatur, and is comparatively free to secure through business.

The terms on which the Cincinnati, Hamilton & Dayton secured control of the property are such as to make it a safe and wise move on the part of the Woodford syndicate, as single-handed the Indiana, Decatur & Western has been earning, the last few months more money than is required to meet charges and all other expenses, and with the Cincinnati, Hamilton & Dayton working heartily with it the earnings can but increase. The Cincinnati, Hamilton & Dayton takes the road at a time when its physical condition is at the highest standard, and no money need be expended above ordinary repairs for several years. The Indiana, Decatur & Western shops will be very useful for the Cincinnati, Hamilton & Dayton; in fact, for the three years past the latter has had three or four of its engines in the Indiana, Decatur & Western shops to be rebuilt. Like all railway deals, it is likely to throw some worthy men out of positions, but they are men who will probably drop into equally good positions on some other road or in business relations of another character. Anything regarding the official changes of the road, under the new control, as yet, would be in the nature of speculation. A few days will develop the matter more fully.

Sale of the Santa Fe Road.

Edward King, of New York, acting for the reorganization committee, yesterday bid in the entire system of the Atchison, Topeka & Santa Fe Railroad Company, which was sold at public auction at Topeka, Kan., under decree of the United States Circuit Court of Aug. 25 last. Sixty millions of dollars was the price paid. Probably one thousand people were assembled on the platform at the railroad tracks in front of the local depot of the great system, at 2 o'clock in the afternoon, when John B. Johnson, special master in chancery in the celebrated receivership case, appeared to carry out the mandate of the court. A special train from Chicago had brought to the city Aldace F. Walker, John J. Cook, E. P. Ripley, Edward King, Charles C. Beaman, Victor Morawetz and several of the Santa Fe bondholders and officials, and these gentlemen were closely arranged around the auctioneer. When Judge Johnson began to read the court's decree of foreclosure and order of sale he was interrupted by Fuller & Whitcomb, a local law firm, with a petition from the minority bondholders of the St. Louis & San Francisco road, protesting against the sale. Then, at 2:30 o'clock, the special master quietly, and without any more flourish than if he were about to sell a town lot, offered the property to the highest bidder.

"What am I offered?" the auctioneer said.

"I offer $60,000,000," said Edward King, in a low voice.

"Do I hear any more bids?" cried Judge Johnson. "Once! twice! the last call! The property is sold to Edward King, Charles C. Beaman and Victor Morawetz."

This ended the greatest auction sale ever known, and the crowd dispersed to the Federal building, where Judge Henry C. Caldwell confirmed the sale. The new charter of the company is all ready and will be filed in Topeka with the Secretary of State today. The charter is exactly the same as the old one, except in the matter of the name, and that only differs in the slight change of the word "railroad" to "railway," the new name to read "Atchison, Topeka & Santa Fe Railway Company."

An Improved Outlook.

J. M. Quigley, ex-president of the Toledo, St. Louis & Kansas City, is in the city. He came West for a conference with R. B. F. Peirce, with whom he will to-day go to Toledo. Mr. Quigley resides in New York, keeps well informed as regards the movements of railway officials, and is much interested in the presidents' agreement, which has led to the formation of the Joint Traffic Association. He says it is a great movement on the part of the controlling powers of the great roads, and, he thinks, is based on so solid ground that it will not pass out of existence, as have associations formed previously. There is great unanimity in its formation, and the association includes every one of the important roads in the trunk-line territory and Central Traffic Association, all having signed the association agreement or have agreed to abide by its provisions. Already stocks and securities of railways stand in a better light with home capitalists and with foreign investors. He was confident the agreement does not mean an advance in rates unless between points where present rates are unreasonably low, the roads now being operated so economically that with present tariff rates fully maintained, the earnings would be more satisfactory than at any time in many years. The fact that a better feeling exists in railway affairs is helping other lines of business, as every other business is more or less favorably affected when the railroad are prosperous. "Summing the whole thing up," said Mr. Quigley, "unquestionably the presidents are making an earnest and sincere effort to hit upon a plan which will be satisfactory and just between the roads and those who do business with them." Mr. Quigley represents the original first-mortgage bondholders in the complicated T. C. & St. L. litigation now pending. He speaks in very complimentary terms of the manner R. B. F. Peirce, receiver, is handling the property.

The Agreement a Dead Letter.

It is possible that a big open reduction in freight rates between Chicago and the Atlantic seaboard may be made within the next few days. All sorts of rates are now in existence, and the standard lines are accused of being the chief offenders. The agreement of the presidents and general managers of the Central Traffic Association lines to maintain rates seems to be a dead letter already. Provision rates have been cut squarely in half and the grain rates have fallen in much better condition. A meeting of the Chicago committee of the freight lines was held yesterday and the advisability of making the reductions wide open was discussed. No action was taken, but the situation is too serious to admit of its continuing much longer as at present. If the tariffs are not restored within a few days the effect will be to deal the new joint association of the Eastern lines a heavy blow. It will show, in fact, that it has really no power at all.

Mr. Van Horne's Coming Retirement.

The Montreal Star has this to say regarding the rumors that Sir William Van Horne will retire from the presidency of the Canadian Pacific railway: "When seen yesterday, he said: 'The statement that I am to resign has so far been unauthorized. I may say, however,' he added, 'that I hope to drop out of active service before long.'

"'How long will it be?'

"'Well, there are several things I would like yet to do or be instrumental in doing if I do not have too long to wait for the opportunity.'

"It would seem from this that Sir William's retirement is not far off, and it is to be inferred that as soon as the Canadian Pacific is in the shape most desired at that moment the Candian Pacific railroad will have a new president. Upon the retirement of Sir William Mr. Shaughnessy, the present vice president of the railway, will assume the position of president. It is generally understood that Sir William's retirement will take place about June or July or possibly at the time of the annual meeting. It is then expected that he will go abroad on an extended tour."

The Rock Island Opens a War.

A slight clash has come between the Rock Island road and the new Western Passenger Association. The road has sent notice to the chairman that it intends to meet several of the rates made by the roads of the Central Traffic Association for several meetings. The chairman has ruled that the roads have no right to make the rates, and that individual action by any road of the association is only allowable when an emergency exists and the road has no time to get a ruling from the chairman on the matter. The Rock Island has not made any reply to the ruling of the chairman as yet, but it is not likely to withdraw its rates to the meetings specified in its notice to the chairman.

Personal, Local and General Notes.

D. F. Creamer, chief train dispatcher of the Chicago division of the Big Four, is very ill with typhoid fever.

The usual one-and-one-third rates round trip will be made by all Indiana lines for the holidays, good until Jan. 2.

It is stated that to pay the salaries and other expenses of the Joint Traffic Association will require $500,000 a year.

This week, at the mines on the Indianapolis & Vincennes road, the operators are loading 120 carloads of coal per day.

L. J. Sergeant, who retires as general manager of the Grand Trunk on Jan. 1, early next month will sail for Europe.

Cornelius Ironmonger, late Eastern passenger agent of the Seaboard Air-line, has been appointed general advertising agent of that company.

President Van Horne, of the Canadian Pacific, refuses absolutely to state what the attitude of that company is to be toward the Joint Traffic Association.

Trains 11 and 12, on the Big Four lines, running between Cincinnati and Chicago, yield the largest revenue the year round of any trains run on the system.

It is understood that with the completion of the Pittsburg & Eastern, now under construction, traffic relations will be established with the Vanderbilt lines.

The Pennsylvania within the next ten days will run another train from Jersey City to Philadelphia, with a view of covering the ninety miles in as many minutes.

B. P. Humphrey, traveling passenger agent of the Lake Shore, and widely known to Western railroad men, is recovering after a critical illness of several weeks' duration.

H. B. Hammond, formerly president of the Indianapolis, Decatur & Western, has returned from Europe without benefit from the trip. His lower limbs are completely paralyzed.

The report that William Van Horne, president of the Canadian Pacific, has resigned is confirmed, and it is believed he will be succeeded by Vice President T. G. Shaughnessy.

Business is so heavy on the Belt road that yesterday Master of Transportation Dickson placed in service two more engines and crews, and now has ten at work by day and six by night.

The special train which on Sunday brought the Melba concert troupe over the Pennsylvania lines from Columbus to Indianapolis covered the 188 miles in four hours and forty-five minutes.

The Ohio Falls Car Works, at Jeffersonville, on Monday commenced the building of two hundred cars for the Denver & Rio Grande. The works are bidding on five hundred cars for the Pennsylvania.

The Big Four has become a competitor of the Pennsylvania and the Baltimore & Ohio Southwestern for business at Jeffersonville. On Monday it secured 160,000 pounds of freight for Minneapolis.

James A. Curtis has been appointed contracting agent of the Cleveland, Akron & Columbus, with headquarters at Cleveland, O. He has been connected with the freight department of the road for some years.

The Western trunk-line committee of the Western Freight Association met in Milwaukee yesterday. No business decisions were reached, though a number of important rate questions were before the meeting.

Officials in the different departments on the Wabash are awaiting with as good deal of anxiety the coming of Jan. 1, it having been given out that Joseph Ramsey, the new general manager, will make several changes.

The passenger business of the Toledo, St. Louis & Kansas City has so improved that the management has decided to put on another through passenger train each way daily, to run through by day, offsetting the night through runs.

Reuben H. Wild has been appointed general yardmaster of the Toledo & Ohio Central at Columbus, O. Mr. Wild entered the employ of the company when it was the Toledo & Indianapolis, later the Toledo, Columbus & Cincinnati, and since 1890 has been a passenger conductor on the road.

The Pennsylvania Company has decided to build two thousand more box cars, to be finished as soon as possible. This will make seven thousand cars purchased this year. The cars are to be built at works located on their lines, to be of the most approved type and not to cost over $650 per car.

Chauncey M. Depew, president of the New York Central, says the sole object of the joint traffic agreement is to give stable and equal rates to all shippers. He added that its most venomous enemies are these great trusts and combinations which have been largely created by rate demoralization.

Wheelmen who are inclined to find fault that the railroad companies charge for carrying bicycles can find some comfort in the new ruling to the effect that exacting a fee for carrying them makes the companies liable for the care of the machines and paying any damages which may occur while in transit.

Samuel G. Lewis, ex-controller of the Pennsylvania railroad has died at his home in Philadelphia. He entered the accounting department of the Pennsylvania railroad in 1853, and was successively assistant auditor and controller, which position was created for him. He resigned in 1874 after twenty-one years of service.

The Bond Record for December, in addition to its usual compilation of statistics and other valuable information, contains an exhaustive article upon the financial and physical condition of the property of the Baltimore & Ohio Railroad Company, and also an article upon the advantage of the new Joint Traffic Association, prepared by an official of one of the trunk lines.

Daniel Babst, jr., of Marion, O., who was appointed receiver of the New York, Pennsylvania & Ohio railway, a few days since, by Judge Norris, arrived in Cleveland yesterday for the purpose of taking charge of the offices and books of the company in that city. Mr. Babst failed in his mission, however. He was told by those in charge that Mr. Tod was the receiver for the railroad and that nothing would be turned over without an order from him. Receiver Tod is in New York.

A special meeting of the Transcontinental Passenger Association has been called for Dec. 19. A proposition has been made that all circuitous route rates be withdrawn and that tickets from Los Angeles and other California points to Chicago and St. Louis and Chicago via New Orleans be withdrawn. It is also proposed to stop the sale of tickets from California points to Omaha, Council Bluffs and Sioux City via Kansas City at short-line rates. A large number of routine matters are also scheduled for discussion.

Ticket agents of Indianapolis lines have received official notice from the Western Passenger Association of the conditions upon which it will make half-fare rates to clergymen. Under its rules, upon recommendation of the local ticket agent, a regularly authorized pastor of a recognized church, upon the payment of fifty cents, will receive credentials which will be good for half fare on the forty roads in the Western association. Officers and workers in the Y. M. C. A. and kindred Christian associations are included in the list.

The accident to the water scoop on the New York Central's locomotive last week, which prevented the Empire express from making a record, says the New York Mail and Express, recalls the first experience of the New York Central officials with that device. General Manager Toucey and Superintendent of Motive Power Buchanan undertook to try the method, and the latter agreed to run the locomotive on the occasion of the test, while the former was to stand at a point where the water trough began so as to enable the fireman to drop the scoop at the right time. Mr. Buchanan moved his engine along, and when that point of the track was reached abreast of Mr. Toucey the scoop was lowered. Instead of scooping up water the device tore up the ground, and created a small-sized sensation among the onlooking officials. It was afterwards discovered on investigation that the scoop worked all right, but that Mr. Toucey had inadvertently moved down the track and forgot to return to his assigned point. Mr. Buchanan subsequently tried the scoop again, but he took pains that it was dropped at the right time.

NEW PUBLICATIONS.

(From the Bowen-Merrill Company.)

A new edition of the "Personal Memoirs of U. S. Grant" is published by the Century Company. The great success which attended the first edition, published about ten years ago, was not due wholly to the general interest in the personality of the writer, nor to the memorable circumstances under which the book was written. The work had a solid merit that was promptly recognized. Its graphic style, its virility, its sound judgment of leaders and of military measures, all have combined to render it the one classic in our war literature. This edition presents several new portraits of the great commander, and carefully draws maps of all the leading battlefields and campaigns. It is revised by Col. Fred D. Grant, his work being mainly in the way of marginal annotations, made with a view to supplementing the personal narrative by references not only to some of the books with which the author refreshed his memory before entering upon and during his autobiographical labor, but also to works giving fuller details of incidents that were necessarily briefly treated by General Grant. Short notes of a biographical nature have also been supplied in order to identify some of the minor characters. The value of the work is enhanced by a copious index. It is printed from new plates, in clean type, on good paper. Cloth, gilt tops, two volumes, $5.

A new edition of "Keats's Poetical Works" testifies that genius never dies. In Keats's own lifetime were a few who appreciated his genius at its full worth, but the majority of readers and of critics could see nothing in his poetry but food for sport. Now every variant of his copied verses is treasured, and his latest editor, J. Buxton Forman, preserves in his magnificent edition even the quaint misspellings which were characteristic of the poet. The text of the present edition is an exact reprint of the latest Forman edition. It contains every scrap of the verse, that, so far as known, ever proceeded from Keats's pen. The notes are also reproduced; and the student may be assured that he has in his hands the most reliable edition that has ever been produced in America. There is a biographical sketch of Keats and a frontispiece portrait. The work is in two volumes. Cloth, gilt top, $3. New York: T. Y. Crowell & Co.

Mary Ronald's Century Cook Book was prepared by a lady of wide experience who availed herself of the assistance of many persons in the North, South and West, while an entire New England kitchen department is contributed by Susan Coolidge. This makes the book suitable for use in any part of the country. Besides a large collection of practical receipts it contains discourses and hints on the etiquette of dinners, the manner of serving, of laying and decorating the table, to the preparation of home meals, the training of green cooks, the care of utensils, and that very large and important subject, economy in the kitchen, etc. Numerous illustrations represent the manner of setting a table, the preparation of fish and meat for cooking, the garnishing of dishes, the decoration of many desserts, etc. Cloth, $2. New York: The Century Company.

The theosophical cult seems to be spreading. Up to the close of the year 1894, as the result of nineteen years of activity, 394 branches of the society had been established in different parts of the world. The origin and growth of the movement are fully set forth in "Old Diary Leaves," by Henry Steel Olcott, president-founder of the Theosophical Society, now in India. The work is a complete and apparently truthful history of the society, and contains some matters of curious interest. It presents a very complete characterization of Madame Blavatsky. Cloth, $2. Putnam's Sons.

Something quite out of the ordinary in the way of the book of travels is "This Goodly Frame the Earth," by Francis Tiffany. A subtitle designates it as "Stray Impressions of Scenes, Incidents and Persons in a Journey Touching Japan, China, Egypt, Palestine and Greece." In fact, it is the story of a trip around the world, related in a style so bright, graphic and full of personal impressions as to make the reader feel as if he or she were enjoying the experience. Cloth, $1.50. Boston: Houghton, Mifflin & Co.

Rose Porter, compiler of a bright little work entitled "What Men Have Said About Women," which was published a year or so ago, has compiled another work on the same line, "What Women Have Said About Men." It consists of brief extracts from the writings of women concerning the other sex. The work is cleverly done, and shows industrious gleaning. Cloth, $1. G. P. Putnam's Sons.

Two new stories by Captain King, "Trooper Ross and Signal Butte," are published together under that title. Like all of this popular writer's stories they deal with army life and show personal familiarity with the subject and scenes. The illustrations by Stephen Reid are original and harmonize admirably with the stories. Cloth, ornamental, $1.50. Philadelphia: J. B. Lippincott Company.

"Five Minute Stories" is a collection of short stories and poems for children by Laura E. Richards, author of "Captain January," etc. The bright and clever sketches are admirably suited for little folks. The book has original illustrations by A. R. Wheelan, E. B. Barry and others, and is charmingly bound with a dainty cover. Cloth, $1.25. Boston: Estes & Lauriat.

E. S. Brooks, who has written some clever books about boys and girls who have influenced the history of their times, has written a new one entitled "Great Men's Sons." It is a collection of stories of the sons of great men from Socrates to Napoleon, told in a manner to enlist and hold the interest of both old and young readers. Illustrated. Cloth, $1.50. Putnam's Sons.

"Hildegarde's Neighbors," by Laura E. Richards, is a story for girls and a companion to "Queen Hildegarde" and other stories of the "Hildegarde" series. These books are deservedly popular and can safely be put in the hands of young girls. Illustrated. Cloth, $1.25. Boston: Estes & Lauriat.

(From Cathcart, Cleland & Co.)

"The Right to Love," by Dr. M. Nordau, author of "Degeneration," is a drama which has been favorably received on the German stage and in its book form praised by some critics and censured by others. It deals with human sentiments and situations fearlessly and in a spirit of realism. An English translation of the work by Mary J. Safford, authorized and approved by the author, is published by F. Tennyson Neely, Chicago. Cloth, $1.50.

"The Land of Promise," by Paul Bourget, is a very French novel—French in conception, treatment, plot, incidents, characters and atmosphere. The land of promise referred to in the title seems to be the land or the time when men will recognize their obligation to their illegitimate children. The story is one of illicit love and consequent unhappiness, remorse and final repentance. Chicago: F. Tennyson Neely.

Books Received.

"Doctor Covallo," a novel written and published by Baldwin & Eisenberg, Peoria, Ill.

"The Comedy of Sentiment," a novel by Dr. Max Nordau, author of "Degeneration." Cloth, $1.50. Chicago: F. Tennyson Neely.

"The Hidden Faith: An Occult Story of the Period," by A. M. Thurber. Chicago: F. M. Harley Publishing Company. Cloth, $1.25.

A Requisition on Gov. Altgeld.

Governor Matthews yesterday issued a requisition on Governor Altgeld for the return to this State of John Hinton, who is wanted in Porter county for burglary. He entered a barn on the farm of John Bissel and stole a lap robe valued at $10.

ROBY LAW SUSTAINED

SUPREME COURT AGAIN CERTIFIES THAT IT IS CONSTITUTIONAL.

This Time but Few Words Are Used in Expressing the Opinion—Other Court News.

The Supreme Court yesterday affirmed the decision of the Lake Circuit Court in the case of Edward Roby et al. against The State ex rel. Claude Matthews, Governor. This was a case that involved the same questions as were decided in the other Roby case last summer. The opinion is short and simply says that as this case involves only the questions that were before the court in the other case the same ruling will apply and the judgment of the lower court is affirmed. This is the second time the Supreme Court has declared that the Sellers act, passed by the last Legislature regulating horse racing, is valid.

A Spark That Didn't Cost $110,000.

The Supreme Court yesterday handed down a decision in the case of the American Wheel Company, of Fort Wayne, against the Nickel-plate Railroad Company. The plant of this wheel company was burned and it was charged that the fire was caused by a spark from one of the railroad company's locomotives. Suit was entered for $110,000 damages. A jury returned a verdict for the railroad company and the case was appealed. The lower court's decision was affirmed.

Grand Jury Indictments.

The county grand jury yesterday returned indictments as follows: Woodley Summers, Dec. 7, burglary of the storeroom of Wiliam Sageman, No. 165 West Pearl street, and larceny of fifteen chickens, valued at $6; John Milburn, Nov. 29, larceny of one horse valued at $25, from Anna Faver, No. 275 South Mississippi street. The jury recommended the discharge of George Taylor, held for petit larceny.

Heinrich Lull's Complaint.

Heinrich Lull, a former employe of the Indianapolis Chair Manufacturing Company, is suing that corporation for damages in Room 1, Superior Court. While in the employ of the company the plaintiff had an arm broken and he has never been able to use the member. The accident happened in 1893 and since that time his wife has been compelled to support a large family. He demands $10,000 damages.

Jury in Higgs Case Disagreed.

The federal court yesterday completed its criminal cases and the jury was discharged. Four counterfeiting cases were disposed of. Tonie Happy pleaded guilty in two cases, Charles Brown pleaded guilty to one indictment, Isaac Carter was found guilty by a jury on two indictments and the jury in the case of George Higgs disagreed.

Says She Beat Him.

Charles Morris wants a divorce from Catherine Morris. He says the defendant, among other things, has beat and cursed him and filled his home with people of bad moral character. On account of the unpleasant surroundings, he says, he had to leave his own house.

THE COURT RECORD.

Supreme Court.

No. 17597. Wilson vs. Talley. Jackson C. C. Affirmed. Howard, J.—1. Only errors committed in the court from which the appeal is taken can be considered in this court. 2. The report of the viewers for the construction of a ditch will stand unless overthrown by the evidence and the burden is upon the remonstrant to show the error.

17428. Denke Walter vs. Leoper. Marion S. C. Appeal dismissed. Monks, J.—1. All joint judgment defendants in the court below must be made co-appellants in this court in all vacation appeals. 2. There can be but one appeal from the same judgment and when the same is not a term time appeal all co-parties entitled to appeal must be joined as co-appellants.

17450. Bedford B. Railway Company vs. Brown. Lawrence C. C. Reversed. Hackney, J.—1. Where there is enough in a complaint to bar another action it is sufficient against an attack first made in this court. 2. A master is not responsible for such hazards as ordinarily belong to any service. 3. There is no vice principle where the duty owing is not one devolved upon the master. 4. A master is never liable for failing to supply a safe place for the servant to work, when the work consists in making safe the place of which he complains.

16657. White vs. N. Y., C. & St. L. Railway Co. Allen S. C. Affirmed. Jordan, J.—1. The instructions of the court to the jury must be considered as an entirety and not by detached parts of clauses. 2. A witness may be impeached by showing that he has made statements out of court different to what he has sworn to upon the trial.

17744. Roby vs. State ex rel. Matthews. Lake C. C. Affirmed. McCabe, J.—This case is affirmed upon the authority of the case The State ex rel. vs. Roby, Ind., see 141 N. E. R., 145.

17580. Midland Railway Company vs. Granthan. Putnam C. C. Dismissed under rule 36.

17616. C., C., C. & St. L. Railway Co. vs. Melay. Jennings, C. C. Affirmed by agreement.

17681. Gilliland vs. Milligan. Marion S. C. Certiorari denied.

Circuit Court.

Edgar A. Brown, Judge.

Sarah Grube, administratrix, vs. Alexander Cohen; on account. On trial by jury.

Appellate Court.

1616. Deering vs. Armstrong. Boone C. C. Reversed. Davis, J.—When a person buys machinery as "second-hand" and agrees to pay the original price to the original seller he contracts to pay his own debt, and it is not within the state of frauds.

1691. East vs. McKee. Green C. C. Affirmed. Ross, J.—An application for a new trial after term time, except as provided by statute, is an independent proceeding, and the complaint, therefore, must affirmatively show by proper allegation a cause for a new trial governed by the rules applicable to such proceedings, and if the facts pleaded do not state a case for which a new trial should be granted, a demurrer thereto for want of facts. In such proceedings the complaint must show: (a) The issues in the general action. (b) The evidence given in the trial of the cause. (c) The newly discovered evidence. (d) The diligence exercised to discover the evidence before the trial.

1833. Purviance vs. Purviance. Huntington C. C. Reversed. Reinhard, J.—The statute of limitations against a claim for services rendered a decedent do not begin to run until the services have been performed. (2) A promise to "remember" a person in his will must be based upon a valid consideration.

1595. Clennitt vs. Watson. Green C. C. Reversed. Gavin, J.—1. A conspiracy is not a crime in Indiana unless it be to commit a felony. 2. There is no liability on the part of a co-worker who refuses to work with another whereby the latter is thrown out of employment.

1345. Tegarden vs. Phillips. Orange C. C. Affirmed. Lotz, J.—1. All reasonable presumptions will be indulged in favor of the trial court. 2. The burden is upon those who assail the judgment of the lower court to make the error manifest. 3. One who, though not a party, prosecutes an action by employing counsel and doing those things which are usually done by a party will be bound by the judgment. 4. A juror is not disqualified to act as such because his wife and the wife of one of the litigants were related in consanguinity in the sixth degree.

1455. Stuckey vs. Hardy. Cass C. C. Petition for rehearing overruled.

1790. C., C., C. & St. L. Railway vs. Madison C. C. Appeal dismissed.

Superior Court.

Room 1—John L. McMaster, Judge.

Alice A. Condit vs. Elijah D. Rutledge; note. Judgment for plaintiff for $246.70.

Heinrich Lull vs. the Indianapolis Chair Manufacturing Company; damages. On trial by jury.

Edward L. McKee vs. George F. Kreitlein; on account. Judgment for plaintiff for $1,009.42.

Room 2—Lawson M Harvey, Judge.

Sollis Runnels vs. Charles F. Burton; account. Judgment against defendant for $109.10 and costs.

Cleaveland National Fence Company vs. John Shea; mechanic's lien. Judgment against defendant for $72.34 and costs.

New York Life Insurance Company vs. Benjamin F. Carter et al.; foreclosure. Judgment and decree for $975.50 and costs; foreclosure and sale.

Jacob F. Kunkle vs. Elmer Artman et al.; damages. Dismissed and costs paid.

Alfred D. Jenkins vs. Paris Pyrotechnic Company et al.; damages. Dismissed and costs paid.

Laura Gibson vs. James McConnell et al.; note. Judgment against defendant for $138.35 and costs.

David Spangler vs. E. P. Spangler et al.; complaint on mortgage. Judgment for $1,178.76 and costs.

No. 3 Indiana Mutual Building and Loan Association vs. George P. Albrecht; mortgage. Dismissed and costs paid.

Room 3—Pliny W. Bartholomew, Judge.

Michigan Lumber Company vs. Emma Doebber; mechanic's lien. On trial by court.

Henry Horstman vs. John H. Rodewald et al.; note. Finding and judgment for plaintiff for $121.75.

New Suits Filed.

Charles Morris vs. Catherine Morris; suit for divorce. Superior Court, Room 3.

Mabel Hollenbeck vs. Jacob C. Hollenbeck; suit for divorce. Superior Court, Room 1.

Sarah E. Powell vs. Charles Powell; suit for divorce. Superior Court, Room 2.

Anna M. Garrison et al. vs. Francis Smith et al.; complaint for partition. Superior Court, Room 2.

English Blunders.

The Bookman.

Last month we had to take the esteemed Spectator to task for its blunders in American and other geography. We have now to deal with the equally esteemed Saturday Review for its blunders in American history. Reviewing Mr. J. W. Moore's book, "The American Congress," our English contemporary tries to tell the story of the great Blaine-Conkling feud, and gets the boot on the wrong leg in a most remarkable fashion, actually putting Blaine's famous though atrociously vulgar Hyperion-to-a-satyr-singed-cat-to-a-Bengal-tiger invective into the mouth of Conkling. This not only shows the paucity of the editor's knowledge, but lets in a side-light on the thoroughness with which his reviewers read the books about which they write. Incidentally the same Rhadamanthus speaks of Elbridge Gerry as "Eldridge Gervy," but this may possibly be a misprint. Of course, it is open to our English friends to say that their ignorance comes from indifference, but the indifference would be more convincing if it were not accompanied by long reviews of American books and discussions of American ways.

Fees During Mr. Brown's Term.

Ex-County Attorney Brown has shown that during his term as county attorney but $350 was chargeable to his account as extras. The amount allowed to Van Vorhis & Spencer was a claim against the county before Mr. Brown went into office, and when it was compromised by the commissioners, after Mr. Brown became county attorney, the phrase "for services up to date" was put in the receipt as a customary precaution. The amount $100 allowed Elliott & Elliott for an opinion was according to an agreement with capitalists who agreed to take an issue of county bonds provided the county paid for an opinion as to the legality of the issue from the capitalists' attorney.

Incorporated Yesterday.

Articles of association were filed with the Secretary of State yesterday as follows: The New Castle Telephone Company; capital stock, $4,500. South Bend Street-railway Company; capital stock, $300,000; directors, J. Ben Birdsall, Frank C. Nippold, Abraham L. Brick, Walter A. Funk and James McM. Smith. The Fred Dietz Company, of Indian