WANTED—AGENTS.

WANTED—AGENTS—Hambletonian Cigar, 10 cents.

WANTED—Agents for the latest St. Patrick day ornaments, including the new St. Patrick's Souvenir Necktie. Complete sample line, 25c. Write now. M. ERNST, Cleveland, O.

WANTED—MALE HELP.

WANTED—An intelligent gentleman as salesman for a Chicago house; must not be afraid of hard work. Previous experience not essential. Reference. Apply in person. H. C. LOGAN, 41 West Washington street.

WANTED—An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., patent attorneys, Washington, D. C., for their $1,800 prize offer and list of inventions wanted.

WANTED—MISCELLANEOUS.

WANTED—Situation as stenographer. Neat, accurate, experience; good references. Address I. A., care Journal.

FOR SALE.

FOR SALE—Hambletonian Cigar, 10 cents.

FOR SALE—Delivery and Milk Wagons. STURTEVANT'S 68 South Pennsylvania.

FOR SALE—Great reduction until March 1 on Surries, Buggies, Phaetons. STURTEVANT'S, 68 South Pennsylvania.

FINANCIAL.

FINANCIAL—Hambletonian Cigar, 10 cents.

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

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.

NOTICE.

NOTICE—March 1 prices will all be regular on vehicles. Buy now and save money. STURTEVANT'S, 68 South Pennsylvania.

ASTROLOGER.

ASTRO-ASTRONOMY—Mrs. Dr. Ellis reads life's history by the planets. If sick, in trouble or wish to know what to do for best, consult the Doctor at once. 381 North Capitol avenue.

ANNOUNCEMENTS.

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

MISCELLANEOUS.

MISCELLANEOUS—Hambletonian Cigar, 10 cents.

NOTICE.

The board of control of the Central Indiana Hospital for the Insane will receive sealed proposals up to Friday, Feb. 28, at 10 a. m., for furnishing a full line of supplies for the month of March. Requisition book will be on file at Room 45, State-house, from and after Monday, Feb. 24, 1896. By order of

BOARD OF CONTROL.

TO IMPROVE WHISKY

THE SCHEME TO GIVE INDIANAPOLIS THE REALLY GOOD STUFF.

City Sanitarian Already Making Preparation—Nineteen Bids for New Engine Houses.

The Council committee on public morals will meet to-night to consider the ordinance providing for examination by the city sanitarian of whisky sold in the city. In anticipation of the passage of the ordinance, Dr. Ferguson has already begun the work of making the preliminary tests necessary to determine by experience the exact reaction resultant from the different impurities and adulterations. The most dangerous of all the impurities is fusel oil, which is a mixture of ethyl alcohol and several fatty acids. It is a product of distillation of all mashes, but passes over in small quantities unless the avarice of the distiller causes him to carry the process of distillation too far in an effort to secure as much spirit as possible. The residue from the still contains a large amount of fusel oil, and it will pass over readily after the lighter fluids have been distilled. Thus a large quantity of fusel oil denotes that the process of distillation was carried too far. The small quantity that is always present in any distilled liquors, except that made from pure sugar, will finally decompose and become harmless. It is that process that makes the value of old whisky. When there is very much fusel oil present it must be taken out by the rectifying process. Fusel oil is an irritant poison and is the part of whisky that makes even the moderate use of a poor article dangerous to life.

From the experiments already made Dr. Ferguson does not think there is much, if any, artificial whisky sold in this city. In Europe there is a large quantity on sale that is compounded from various drugs, with alcohol as a base. Dr. Ferguson has not discovered any of this kind, nor has he found any that indicated adulteration, except with water. Several samples that have been weighed for specific gravity show that the dealers are satisfied with the ordinary profit of more than 500 per cent. on the sale of whisky, merely adding water to increase the per cent. One sample showed the specific gravity at .943, which would indicate some water, but not much, the specific gravity of proof whisky being .930. There are so many tests for the different impurities that it is difficult to decide which is the best one for each of the things to be suspected. The tests for fusel oil are quite numerous, and none of them show a sufficient reaction to make a single one sufficiently conclusive. For this reason, in examinations for this, the worst of all impurities, several reactions must be obtained.

ENGINE HOUSE BIDS.

Nineteen Contracting Firms Enter the Competition.

The Board of Works yesterday opened bids for building two new engine houses and for repairing and remodeling the one on East Washington street. Mr. Downing was absent and it was decided to defer action until the bids can be thoroughly considered. The bids were as follows:

	Morris W.	Wash E.	Wash Tot.
J. E. Shover	$9,000	$6,000	$6,500	$18,500
S. A. Morgan	5,800	5,800	7,100	18,700
Moore & Wheatsell	5,782	5,782	6,583	18,000
Peter Clements	5,157	5,207	6,969	17,333
J. W. Snowden	4,945	4,945	7,194	17,084
Wilhelm Kraas	5,243	5,242	6,595	17,079
Jacob Kirch	5,095	5,095	6,988	17,078
George F. Smith	4,965	4,965	7,009	16,939
A. O. Despaux	4,900	4,900	6,600	16,400
J. W. Jones	4,868	4,800	6,829	16,351
Pencherwood & McClimon	4,915	4,915	6,428	16,258
J. T. Elliott	4,565	4,565	6,465	15,595
H. H. McGaffey	4,187	4,187	6,891	15,265
Chas. Kottlousk & Son	4,402	4,402	5,992	14,796
J. C. Robinson	4,000	4,000	4,350	12,350
F. Schreiber	5,025	5,025	.....	10,050
Geo. E. Dunn & Bros.	4,785	4,785	.....	9,570
J. C. Pierson & Son	4,775	4,775	.....	9,550
Moon & Dorrah	4,675	4,675	.....	9,350

For Paving Alabama Street.

The following resolutions for improvements were adopted by the Board of Works yesterday:

For paving with cedar or cypress rectangular blocks the roadway of Alabama street, from Fort Wayne avenue to Seventh street.

For paving with asphalt Michigan street, from Indiana avenue to East street.

For paving Illinois street with asphalt, from Twelfth street to Fall creek.

Contract for Printing City Reports.

City Controller Johnson yesterday let the contract for printing the city report for last year to William B. Burford for $625. There will be 300 copies of the full report, which includes the separate reports of each of the departments, and 150 copies each of the reports of the Board of Health, Board of Safety and Board of Works. The other bidders were: Sentinel Printing Company, $895; Hasselman Printing Company, $754.

Municipal Notes.

The Board of Works yesterday allowed a final estimate in behalf of Daniel Foley for a local sewer in Madison avenue, from South to Gordon street. The total cost is $207.75.

Upon investigation the city engineer finds that eight of the eleven resident property owners on South West street signed a remonstrance against bricking the street from Washington street to Kentucky avenue. The Board of Works will refer the resolution to the Council for action.

WARREN TATE DYING

ONE OF MOST CELEBRATED TRAGEDIES IN THE COUNTY RECALLED.

The Murder of William Love in the Courthouse in 1878—Tate's Acquittal.

Warren Tate, whose name is familiar to a majority of the older citizens of Indianapolis, is lying at the point of death at his home, No. 144 North East street. He is suffering from pneumonia and other serious complications. His physicians stated last night that he could hardly recover. Twenty years ago no man was better known in Indianapolis than Warren Tate. About that time he came into prominence on account of a tragedy in which he was the principal actor. His victim was no less known in Indianapolis.

There are many in this city who will recall the Tate-Love murder, which occurred Tuesday, Nov. 19, 1878. In the criminal history of the city no more daring or tragic affair ever happened. About 4 o'clock in the afternoon of the date above named William Love was shot and killed by Warren Tate. The tragedy occurred on the second floor of the courthouse in the corridor, about half way between the doors of the Circuit Court and Room 2, Superior Court. The affray grew out of certain litigation in the suit of Tate vs. Pouder, which was being tried by Judge David Burns in the Circuit Court. The suit involved a tract of land south of the city in which Tate was interested. A number of real-estate experts had been called into court to testify as to the value of the land, and among the real-estate men was William Love. The latter appraised the land at $1,000 an acre, which was against Tate's interests. This action on the part of Love angered the litigant intensely, but he did not display his wrath until he left the court room. Just outside the door he met William H. Hobbs, who had also been called as an expert. The men stood conversing a few moments about the land and Hobbs called to William Love as he came into the corridor. Love approached and Hobbs asked him to put an estimate on the land. His reply kindled afresh the anger of Tate, who turned toward Love with a harsh remark. It was said that Love struck at Tate, but the blow fell short. As Love turned away, Tate drew his pistol and fired twice. Mr. Hobbs saw a murderous expression on the face of Tate and stepped into the court room, out of the way, as the shots were fired. One bullet struck Love in the right leg and the other penetrated the right side of his body, between the ribs and hip. The bullet ranged downward and was thought to have lodged near the base of the spine. Different versions of the affair at once became public. Tate declared that Love called him a liar and struck him twice. W. H. Hobbs, who was present when the trouble began, testified before the coroner that Tate gave the lie to Love. Mr. Hobbs said that Love struck at Tate, but did not touch him.

The news of the murder created the wildest excitement about the courthouse, and much interest was manifested in the details all over the city. Love lived until about 6 o'clock that evening. For an hour after the shooting he lay on a table in one of the rooms of the courthouse, surrounded by physicians and the members of his family. His wife and daughter were notified and hurried to his side. Tate, after the affray, placed his pistol in his pocket and returned to the court room. In a few minutes he was called to the witness stand and although the piteous moans if his victim's family could be heard in the adjoining room he coolly replied to the questions of the attorneys concerning his land interests. Later in the day he was arrested and placed in jail on the charge of murder.

At the time there were few better known men in Indianapolis than Warren Tate and William Love. Tate had come to the city from Lawrenceburg about the beginning of the war and had made money rapidly. His fortune was estimated at $200,000. William Love was also in good circumstances, and was prominent in real estate circles. For years he had been one of the pillars of Roberts Park Church. He lived at the corner of Delaware and Pratt streets. Warren Tate's residence at that time was in Chicago, where he had several years before gone into business.

It was not the killing of Love that first brought Tate into notoriety. Ten years before he had created a good deal of comment by marrying Jennie Daily, the proprietress of a house of ill repute. Shortly after his marriage to this woman she sold out her house and they moved to Chicago. Immediately after his arrest Tate began to make arrangements for his defense. He employed John S. Duncan, Jonathan W. Gordon and Gen. Fred Knefler to look after his case. It was generally understood that money was to be spent lavishly in saving the slayer of Love. When the case came to trial in the Criminal Court a plea of self-defense was entered, and on that ground the legal battle was fought. John B. Elam was the prosecuting attorney, and had the best of assistance. After a two weeks' trial Tate walked from the court room a free man. Before the murder trial Judge Burns, of the Circuit Court, fined Tate $10,000 for contempt of court. His attorneys appealed to the Supreme Court, where the fine was set aside.

Immediately after his acquittal Tate went back to Chicago, but a few years ago returned to this city with his wife. They built a handsome brick residence on North East street, where they at present reside. The house is brilliant throughout with costly furnishings, and nothing is lacking in so far as bright surroundings go to complete the happiness of the occupants. Tate has a sister in this city and a brother who lives at Kokomo.

BAPTIST HOME MISSION SOCIETY.

Annual Convention Will Begin in This City To-Day.

The American Baptist Home Mission Society, whose convention begins in this city this afternoon, is one of the oldest missionary organizations in this country. Its missionaries came to this State in 1832, and nearly all the large and more influential Baptist churches were either planted by them, or aided in the struggles and trials consequent upon church work in a new country. The society now employs 1,069 missionaries in the United States, and thirty-one in Mexico and British America. These missionaries last year maintained 1,933 preaching stations, 1,242 Sunday schools, having an attendance of 72,115 scholars, and gathered into their mission churches 11,221 members. In addition to its missionary work, the society supports thirty-three schools and colleges for the colored people and Indians, in which over 5,000 students are being educated. To support these, and carry on its extensive missionary work, $600,000 is needed annually.

The corresponding secretary and chief executive officer of the society is Rev. T. J. Morgan, D. D., LL. D., who was born in Franklin, Ind., in 1839. He graduated from the college in that city, and afterward spent some time in the University of Leipsic, Germany, and then spent a year in European travel, prosecuting historical studies. Dr. Morgan, in addition to his reputation as a careful scholar and writer, has a brilliant military record. Entering the army as a private soldier, he soon rose to the rank of colonel, and, after the battle of Nashville, where he commanded a division, was made brevet brigadier general "for gallant and meritorious service during the war." Dr. Morgan possesses rare qualities for his present position. With a mind broadened by careful study, and with executive ability of a high order, he is admirably fitted to manage the affairs of a society whose work extends over half a continent.

The meetings to-day and to-morrow will be held in the First Baptist Church. There will be addresses by Rev. Mr. Morgan, Dr. H. L. Morehouse, of New York; Dr. H. C. Woods, of Colorado Springs, and Rev. N. B. Rairden, of Omaha, Neb.

Sweet Moments cigarettes are the best. Try a package. Sold by all dealers.

THE I., L. & C. ROAD

DENIAL OF REPORT THAT ITS STOCK IS IN SPECULATORS' HANDS.

Neither Is Entrance to the City via the Vandalia Contemplated—Chicago & Alton a Model Road.

To the Editor of the Indianapolis Journal:

I notice in a late issue of the Journal an article respecting the I., L. & C. Railway Company, which, for misinformation, would be difficult to excel. Among other things is the statement that a majority of the stock has gone into the hands of speculators, etc. Now, the truth is, that every dollar of the stock is held precisely as it was when it was subscribed, more than four years ago, and by the same parties who subscribed it, with the exception of fifty shares, and they are held by two of the original subscribers, so that the original subscribers and incorporators have now, and always have had, every dollar of the stock.

The projectors of this line have never had, nor have they now, any other intention than the construction of the line; first directly as an independent one from Indianapolis to Logansport, and thence to Chicago; it never had any purpose of speculation, but grew out of the desire of the citizens of Logansport and the territory through which it runs to have a direct and competing line to the capital, and also to Chicago; that desire is yet strong and urgent with the citizens of Logansport and on the line of the road, and had its promoters not believed they would meet as hearty a welcome from the capital city as they have in this city and along the line, they would have been very far from entering upon what the article intimates is a speculation. That some opposition would be encountered was to be expected; it has always been so and I presume always will be so; all matters of the kind do, but the clamor for years has been so strong in this city for direct railway communication that the time seemed a proper one when the incorporation was projected, in March, 1891, though a stringent and continuing depressed condition of the money market soon after intervened.

We have never, except during the world's fair year, had any satisfactory means of reaching Indianapolis. A morning and an evening train on the Panhandle was, during that time run, with great accommodation between the two cities, which when taken off only served to intensify the interest in a permanent service. It may be said that if a service of that kind would pay why did not the Pennsylvania Company keep it up? The reason is apparent. With the Panhandle and Vandalia lines practically one, and without competition, they have this city at their own blasing so far as Indianapolis and Chicago are concerned. We have always felt that this city is isolated from the capital and this in a measure is true. The line traverses a wide and rich territory between Logansport and Indianapolis, with several important towns, notably Young America, Russiaville, Kempton and Sheridan, all in most fertile territory and either without railway communication at all or indirect, and no competition; these people have no less and perhaps more interest than the citizens of Logansport if that were possible. Our citizens and those on the line intervening have more interest in Indianapolis than Chicago, and the territory south of Logansport is naturally tributary to Indianapolis, but its business goes largely elsewhere, so that the projectors of this line, the majority of whom, in number and pecuniary interest, live in Logansport and on the line between here and Indianapolis, supposed that they would naturally be welcome to that city, where we were asking nothing by way of bonus and entering a territory the least possibly objectionable as affecting the travel and streets of that city.

We have spent much time and money in the matter. We have twice had arrangements made to construct the line and felt that it was due the city of Indianapolis that when we went to it for a right of entrance we could go with the proper assurance that we were prepared to construct the line, but on each occasion we were denied the right of entrance.

I notice, also, that the article referred to speaks of an arrangement by which the line should branch from the Vandalia at Camden and enter the city by the Vandalia line. How such a report gained any currency I am unable to say, but I do know that this company or its officers and stockholders neither jointly or severally ever heard of such a thing. It is wholly without foundation. That thing itself would evade one of the very objects sought to be gained, viz., an independent, competing line.

We are at a loss to understand the motives which have thus far kept us out of the city of Indianapolis, but I do know that the fact that the line is not now built and in operation is due wholly to the city of Indianapolis. I regret that I may be pardoned this lengthy explanation, but I know that a large majority of the citizens of Indianapolis desire the line constructed and cannot understand why it has not been, and it is due to them, at least, to know the reasons.

Q. A. MYERS,
Secretary L., L. & C. Railway Co.

Logansport, Ind., Feb. 26.

Annual Report of the C. & A.

Eastern financial papers are commenting on the annual report of President Blackstone, of the Chicago & Alton, which was issued last week. The report conceals nothing, and doubtless President Blackstone spoke the truth when he said he had nothing to conceal from the stockholders. The Financier says: "Space will not permit such an exhaustive study of the system, but when it is mentioned that the road is decreasing its bonded debt through a sinking fund and will at no distant day almost entirely liquidate obligations which are becoming permanent liabilities with other companies, some idea of the road's intrenched position will be gained. The Chicago & Alton charges nothing to construction account, and it has expended indefinite millions in improving the condition of its property without issuing securities there against. In short, the road shows the effect of good business management, and the remarks of President Blackstone on the question of ill-advised extensions are worthy of careful study. To the policy of conservatism as displayed in the control of this property is due its inherent reserve strength. For the reason that this road is so firmly established on a plane of prosperity, the details of its earning power, as mentioned above, need only be studied to show that American railways, rightly conducted, can be kept out of bankruptcy. It is to be regretted that the policy of the Chicago & Alton has not been followed more closely by other Western systems which might be mentioned."

Passenger Rates Threatened.

A good deal of uneasiness exists among the Western roads just now over the passenger rate conditions at Denver. When the Colorado Midland and the Rio Grande Western agreed to become members of the Western Passenger Association it was on the distinct understanding that the Union Pacific would abstain from supplying the brokers with tickets or do anything tending to demoralize Colorado and Utah rates. A test of the market has just been made at Denver, and it shows brokers to be liberally supplied with tickets. Seven-ninths of those found were of the issue of the Union Pacific road. It was after months of hard labor and an endless amount of negotiation that the Colorado lines were got into the association. If present conditions are allowed to continue, they are hardly likely to remain in. Their withdrawal would be considerably more disastrous in its results than if they had remained out.

Official announcement has been made that the extensions of the Kansas City, Pittsburg & Gulf road will be completed by Sept. 1. The road will then be thrown open for traffic from Kansas City to Sabine Pass. It will be 769 miles in length. There are 359 miles of the road now under operation from Kansas City to Stillwater, I. T. When the road is open to the gulf it is expected it will divert a large amount of grain and provision traffic from Chicago. Its opening may result in a great disturbance of the rate situation.

Equivalent to a Cut.

The local passenger association at Minneapolis has got itself into hot water. It undertook to amend the agreement prescribed for it by the general association, and in doing so has struck at one of the fundamental principles of the general agreement. The amendment in question makes second-class rates good in sleeping cars. That is equivalent to a cut in rates, as great as the difference between first and second-class rates, because if the holder of a second-class ticket can ride in one of Pullman's finest palace cars by merely paying the sleeping car rate in addition to the price of a second-class ticket, nobody would buy first-class tickets. The chairman of the Western Passenger Association has taken the matter up, and declared that the amendment is null and void, and none of the roads must pay any attention to it. The incident made it necessary for a meeting of the secretaries of all the local associations throughout the Western territory to be called. It was held in Chicago yesterday. The rules and regulations were carefully gone over with the chairman of the general association, and the secretaries were instructed as to how the local agreements should be enforced.

The Mineral Road Survey.

A special dispatch from Martinsville says: E. C. Rice, a railroad man of St. Louis, is in Martinsville in the interests of the proposed road from Dayton, O., to St. Louis, known as the Indiana Mineral Railroad Company. Mr. Rice has been out with a surveying party for several months traversing a line from Dayton to this city on his way west. The line enters this county a little north of east of Cope, thence in almost a direct line west toward here. The object is to get an airline from Dayton to St. Louis, and if possible encounter no grade heavier than twenty-six feet to the mile. With that grade an engine the size of those handling freight on the Indianapolis & Vincennes road can pull sixty loaded cars over the new road as easily as an L. & V. engine can pull forty cars. In some townships residents are voting subsidies, although the new management is not asking for such, with which to construct the road.

Coal Road Into Michigan.

Negotiations were begun at Cleveland, O., yesterday, for the purchase of the Columbus, Lima & Milwaukee railroad by a party of capitalists represented by Marcus Pollasky, of Chicago. The purpose is to build a line from Columbus to Bay City, Mich., via Adrian, with a branch to Detroit, and if the negotiations are successful work will begin in the spring. The Columbus, Lima & Milwaukee was abandoned after forty-two miles of roadway had been graded, from Lima to Defiance. The proposed road will be used to haul coal from the Ohio and West Virginia fields to Michigan towns, and it will give the Pennsylvania and Baltimore & Ohio entrance into Detroit. Eventually a branch may be run to Saugatuck, on Lake Michigan, from which port Milwaukee will be reached by steamer.

Personal, Local and General Notes.

The Lake Shore, for the last quarter of 1895, shows a surplus, after paying all charges, dividends, etc., of $555,027.

Since Jan. 1 the Pennsylvania lines have handled 2,610,330 tons of coal, an increase over the corresponding period of 1895 of 96,474 tons.

The uptown office of the American Express Company has been very handsomely fitted up, and is now one of the most convenient in the city.

Wm. K. Bellis, general manager of the Railway Officials' and Employes' Association, accompanied by his wife, will this evening leave for Hot Springs, Ark.

One of the Panhandle trains yesterday had on board from the Amish settlements in eastern Ohio fifty people en route to a new settlement in eastern Illinois.

The Chicago, Burlington & Quincy has en route from the northern part of its system to Kansas City 400 carloads of grain, most of it being shipped from Minneapolis.

An order has been issued extending the jurisdiction of General Freight Agent W. L. Cronlich and General Passenger Agent C. W. Bassett, of the Pittsburg & Western railway, over the Valley railway.

The board of managers of the Joint Traffic Association has reduced the grain rate from Buffalo to the Atlantic seaboard cities 1⅝ cents on the basis of wheat. The reduction became effective yesterday.

The Toledo, Peoria & Western, now controlled by the Pennsylvania Company, is doing handsomely in the matter of earnings. Since Jan. 1 it has earned $167,967, an increase over the corresponding period of 1895 of $10,533.

The Missouri, Kansas & Texas has decided to build new shops at Sedalia, Mo., to make repairs to locomotives. This will not affect the shops at Parsons and Dennison, where the repairs for the Northen lines of the company are made.

The Toledo, St. Louis & Kansas City is again doing a good deal of business at St. Louis. On Monday the road took eastbound forty-five cars of grain, twenty-one carloads of packing house products and six carloads of oranges.

The Toledo, St. Louis & Kansas City earned in the third week of February $31,619.50, an increase over the corresponding week of 1895 of $2,616.83, making an increase thus far this month over the corresponding three weeks of 1895 of $11,747.09.

Ticket agents on the Wabash are annoyed by the complaints which go up from the penurious traveler because the odd cent is collected by the company when a ticket is purchased. The company in this respect is carrying out only the law of Illinois.

Charles A. Chase, of St. Joseph, Mo., has been appointed general master mechanic of the Chicago, Burlington & Quincy, and I. N. Wilbur master mechanic of the shops of the St. Louis, Keokuk & Western division of the Burlington, vice N. J. Paradise, deceased.

The C., C., C. & St. L. earned in the second week of February $212,242, a decrease as compared with the corresponding week of 1895 of $14,694. Since July 1 the lines have earned $8,903,870, an increase over the corresponding period of the previous year of $392,344.

Chief Engineer Fenton, of the Ohio Southern, was in the city yesterday. He thinks that, should money become easier and the country more prosperous, the Ohio Southern will complete some contemplated extensions which will greatly enhance the value of the property.

C. C. Waite, late president of the Columbus & Hocking Valley, used in his office since the death of his father, Chief Justice Waite, the latter's desk. It is looked upon by the family as an heirloom and has been removed to the residence of Mrs. C. C. Waite, in Columbus, O.

In addition to the official changes on the St. Louis & San Francisco announced in yesterday's Journal, W. C. Melville has been appointed traveling passenger agent of the road in St. Louis territory, vice L. Rausch, who remains with the Santa Fe. T. A. Glaser, traveling passenger agent of the road, is in the city.

Rev. R. R. Garrett, a Baptist minister at Chattanooga, has issued a circular asking the delegates to the Southern Baptist Association, the meeting of which is to be held in Louisville, to boycott the Southern railway because it does not give as low a rate to the Baptists as it did to the Epworth League of the Methodists.

One of the fastest runs ever made with a freight train in this country was made last week from New Orleans to New York, over the Queen & Crescent and the Baltimore & Ohio lines. The run of 1,600 miles was made in sixty-six hours, including stops. The train arrived in New York Monday night, and the average speed, was twenty-seven miles an hour; excluding stops, thirty-eight miles an hour.

The headquarters of the Atlantic & Pacific is to be removed on March 1 from Albuquerque. The object of the change is to remove the interests of the Atlantic & Pacific from the domineering influence of other roads. It is stated that W. H. Davenport, now freight agent of the Union Pacific at Los Angeles, is to be appointed general passenger and freight agent of the Atlantic & Pacific, placing both departments under one man.

L. M. Holden, who represents the Railway Officials' and Employes' Association on the Northern Pacific, and J. T. Welsman, who represents the association on the Union Pacific, are to be in the city for a conference with the higher officials. Chalmers Brown, president, says that at no time in the history of the organization have matters been moving more smoothly and the business been as large.

Stationary fire and burglar-proof safes, built into express cars, are now run between Indianapolis and New York by the American Express Company, and between Cincinnati and Chicago. The messenger does not know the combination. Between Indianapolis and New York only at Cleveland and Buffalo are the safes opened, and only at Indianapolis betweeen Cincinnati and Chicago. Messengers are much relieved over the protection these safes give them.

R. B. F. Peirce, receiver of the Toledo, St. Louis & Kansas City, went to New York on the request of the trunk line presidents, who are very anxious that the road come into the Joint Traffic Association. It is understood that Receiver Hopkins, of the Louisville, Evansville & St. Louis, has been asked to come to New York on a similar errand. These roads being in the hands of receivers, it is questionable if either can take such steps as the presidents would like.

Traffic officials of the Chicago-St. Louis territory will meet March 10, to reorganize the freight department of the Central Traffic Association. As the Central traffic agreement will expire by limitation on April 1, it is necessary to fix upon a plan to regulate business after that date. The Joint Traffic Association has taken some of the territory, but between Chicago and St. Louis and the Eastern terminals of the Western lines the Joint Traffic Association has no jurisdiction.

Train 20, on the Vandalia, which hauls nine cars, is scheduled to make the run from Terre Haute to Indianapolis, seventy-three miles, in 123 minutes, stops to be deducted. Yesterday the train left Terre Haute thirty-five minutes late and came to a stop in the Union Station but three minutes late, covering the seventy-three miles in ninety-one minutes, stopping at Brazil, Greencastle Junction, Greencastle and the Belt road. From Greencastle to Indianapolis the speed of the train most of the distance was a mile a minute, and several miles were covered in fifty-five seconds.

Chief Car Inspector Weise, of the Panhandle lines at this point, recently invented an air brake and automatic stop cock and coupler which the Pennsylvania Company has been testing several weeks with satisfactory results. Where it is used it would be impossible for a man intent on doing damage to open the cock. If the hose were cut the train would stop before any damage could be done. The new device costs less than those of other kinds in use, no dust can get in it, and it couples automatically without the least trouble, and does away with a number of extra pieces which the couplers in use now require.

PAUPER PHYSICIANS APPOINTED.

County Commissioners Name Them for Each Township.

The County Commissioners appointed pauper physicians for Marion county yesterday, as follows:

Pike township—West half, Dr. L. O. Carson; east half, Dr. George A. Coble. Wayne township—Clermont, Dr. E. E. Hultzheiser; Bridgeport, Dr. Yoke; Haughville, Dr. G. C. Tucker; south of National road, Dr. Peechy. Decatur township—Dr. B. Ratcliff. Perry township—Southport, Dr. Thomas Curry; Glens Valley, Dr. Bryant Spees. Franklin township—South half, Dr. Deerman; north half, Dr. S. M. Brown. Warren township—Southwest, Dr. Thompson; northwest, Dr. Dougherty; northeast, Dr. Ward; southeast, Dr. J. H. Payne. Lawrence township—South of Fall creek, Dr. Groff; Castleton, Dr. Brown; Millersville, Dr. Bowers. Washington township—North half, Dr. T. M. Bennett; southwest of Broad Ripple, Dr. R. C. Light. Center township—Northwest, Dr. Snowden; southwest, Dr. Hollingsworth; northeast, Drs. W. H. Johnson and A. B. Brown; southeast, Dr. C. E. Carter.

WARMER AND FAIR,

Possibly Followed by Cooler Weather and Occasional Rains To-Night.

Forecast for Indianapolis and vincinity for twenty-four hours ending 11 p. m. Feb. 27—Warmer, fair weather on Thursday, possibly followed by cooler, cloudy weather and occasional rain Thursday night.

General Conditions Yesterday—Low atmospheric pressure prevails over the country east of the Rocky mountains. The area is central near Lake Winnipeg, and moving slowly eastward. The temperature rose everywhere except from Utah, Wyoming, western Nebraska and from Lake Superior northward; high temperature prevails, 60 degrees, as far north as Iowa, and freezing temperature prevails only from New York northward. Fair weather continues, except light rain in Wyoming and Montana and light snow from New York northward.

C. F. R. WAPPENHANS,
Local Forecast Official.

FORECAST FOR THREE STATES.

WASHINGTON, Feb. 26.—For Ohio—Fair and warmer Thursday; southerly winds.

For Indiana—Fair and warmer; southwesterly winds.

For Illinois—Fair and warmer in northeastern portion; southwesterly winds.

Wednesday's Local Observations.

	Bar.	Ther.	R.H.	Wind.	Weather.	Pre
7 a. m.	29.82	40	68	West.	PtCl'dy.	0.00
7 p. m.	29.76	48	76	South.	Clear.	0.00

Maximum temperature, 55; minimum temperature, 36.

Following is a comparative statement of the temperature and precipitation Feb. 26:

	Temp.	Prec.
Normal	35	.13
Mean	46	.00
Departure from normal	*11	—.13
Departure since Feb. 1	—27	—.92
Departure since Jan. 1	*95	—2.51

*Plus.

C. F. R. WAPPENHANS,
Local Forecast Official.

Yesterday's Temperatures.

The following table of temperatures is furnished by the United States Weather Bureau:

	7 a.m.	Max.	7 p.m.
Atlanta	38	68	60
Bismarck, N. D	44	56	46
Buffalo	32	34	28
Calgary, N. W. T	..	34	36
Cairo, Ill	50	72	66
Cheyenne	44	54	46
Chicago	42	46	46
Concordia	38	80	68
Davenport, Ia	34	60	52
Des Moines	38	70	60
*Dodge City	30	76	60
Galveston	58	66	60
Helena	48	48	32
Jacksonville, Fla	44	70	62
Kansas City, Mo	44	76	..
Little Rock, Ark	42	74	66
Marquette, Mich	36	46	42
Memphis	48	70	60
Nashville	50	74	66
New Orleans	52	70	62
New York	14	24	22
North Platte, Neb	28	74	60
Oklahoma, O. T	40	72	64
Omaha	42	78	70
Pittsburg	34	44	38
Qu' Appelle, N. W. T	40	42	32
Rapid City, S. D	54	60	48
Salt Lake City	44	58	44
St. Louis	52	72	66
St. Paul	34	62	52
Springfield, Ill	42	62	54
Springfield, Mo	50	72	62
Vicksburg	46	68	64
Washington, D. C	28	50	40

DAILY VITAL STATISTICS—FEB 26.

Births.

Enas and Julia Turner, 120 Elizabeth street, boy.

Ad. and Demscilla Maurer, 225 Hoyt avenue, girl.

William and Lena Ewing, Finley avenue, boy.

John and Maggie Manning, Elizabeth street, boy.

George and Minnie Adams, 4 West New York street, girl.

Fred and May Wolf, Bright street, boy.

W. C. and Emma Van Arsdel, 771 North Alabama street, girl.

Chris and Louise Olds, 135 East New York street, boy.

John and Ora Kasman, 291 West Merrill street, boy.

Richard and Martha Clark, 169 West Fifth street, girl.

Deaths.

Theodore Weber, thirty-two years, 347 South Alabama street; pulmonalis.

Beatrice Trasler, three years, 171 North Senate avenue; pneumonia.

Amenca Markary, forty years, near Kingan's Park House; tuberculosis.

Celia Owens, ten weeks, 34 North Alabama street; pneumonia.

Paul Horger, seventy-six years, 432 Olive street; heart trouble.

Infant O'Conner, 188 Blackford street; stillborn.

Daniel Sheehan, twenty-three years, 257 Bates street; typhoid.

Infant Clark, 169 West Fifth street; stillborn.

Martha Clark, twenty-nine years, 169 West Fifth street; child birth.

Marriage Licenses.

William H. Meyer and Anna L. Koerner.
William B. Crabtree and Minnie Lewis.
Elbert G. Guion and Lizzie Howard.
Ernest Werner and Henrietta Klinge.
John L. Webster and Elizabeth Wough.
George T. Ashley and Charlotte K. Munson.
Richard B. Rodgers and Mary Jane Hinkle.

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