

FUNERAL NOTICES. BRICKLAYERS UNION—Members of Bricklayers Union, No. 4, Indianapolis, requested to meet at Bricklayers' Hall, Wednesday afternoon, March 4, 1896, at 1:30 p. m. for the funeral of Edward Preston, late of the city of Indianapolis, deceased, by order of the union.

NOTICE TO STOCKHOLDERS. NOTICE TO STOCKHOLDERS—The annual meeting of the stockholders of the Indianapolis Insurance Company, of Indianapolis, Ind., will be held at the office of the company, 200 East Market street, on Thursday, March 19, 1896, at 8 o'clock p. m. M. V. McGUIRE, President.

WANTED—MALE HELP. WANTED—An intelligent gentleman as a salesman for a Chicago house, must not be afraid of long travel. Reference, apply in person, H. C. Logan, 41 West Washington street, Indianapolis.

WANTED—AGENTS. WANTED—AGENTS—Hambletonian Cigar, 10 cents. WANTED—Special agents to represent the Mutual Life Insurance Company of New York, in the territories of Indiana, Michigan, Indiana, Missouri, most liberal commissions paid. Address ALEX. HUTCHINSON, General Agent, Evansville, Ind.

WANTED—MISCELLANEOUS. WANTED—A pair of heavy draft horses; state age, condition and price. Address D. H. WILDS, 100 East Washington street, Indianapolis.

FINANCIAL. FINANCIAL—Hambletonian Cigar, 10 cents. LOANS—Sum of \$500 and over. City property and farms. C. E. COFFIN & CO., 30 East Market street, Indianapolis.

FOR SALE. FOR SALE—Hambletonian Cigar, 10 cents. FOR SALE—1000 acres "white oak" timber land in Arkansas, in lots of over 5000 acres, good road facilities, good soil for corn and cotton. Price \$10 per acre. D. H. WILDS, Vinton block.

ANNOUNCEMENTS. ANNOUNCEMENT—How to become a lawyer. Physicians Course by mail. ILL. HEALTH UNIVERSITY, Chicago.

FOR RENT. FOR RENT—The new six-story and basement, iron, stone and plate glass, seven floors, modern elevators, and located in the State-301 1/2 feet, seven floors. Two electric elevators, 7 and 9 East Washington street. C. F. SARGENT, Auctioneer.

MISCELLANEOUS. MISCELLANEOUS—Hambletonian Cigar, 10 cents. BUTLER COLLEGE NOTES. This is the last week of the winter term at Butler. Review work, which has been going on for the past fortnight, is completed to-day. The exercises are being held in the gymnasium, and are being held in the gymnasium, and are being held in the gymnasium.

St. Louis Terminal Association. The meeting of the stockholders of the Terminal Railroad Association was held at St. Louis yesterday and the following directors were elected for the ensuing year: Julius S. Walsh, Baltimore & Ohio; William W. Peabody, Baltimore & Ohio; W. S. Chesney, Jr., Louisville & Nashville; E. T. Osborn, Big Four; and Joseph Ramsey, Jr., Wabash. An election of officers will be held on the 11th inst., when Dr. William Taylor, president of the association for the past year, will retire and probably be succeeded by W. S. Chesney.

Personal, Local and General Notes. The Cincinnati, Hamilton & Dayton Mutual Benefit Association has 1,066 members. Oscar Miller, one of the veteran engineers on the Vanderbilt, is seriously ill at his home in Terre Haute.

Thousands were tested the great bulimic of Hove's Sarsaparilla, and have found renewed strength, vigor and vitality in its use.

CREATED BY SENATORS. COMPLICATIONS IN FINANCIAL AFFAIRS OF NORTHERN PACIFIC. The Projectors of the New Line Say the L. & N. Road Will Certainly Be Built—A. O. History.

The biggest sensation that has yet developed in the Northern Pacific neighborhood was precipitated at Milwaukee yesterday by the filing of the plans of the Wisconsin Central company and the Wisconsin Central Railroad Company to the original, amended and supplemental bills of the Farmers' Loan and Trust Company, on which the receivership is based. The company makes the Wisconsin Central Pacific Company had absolutely no authority whatever to issue any of the numerous mortgages with which the road is encumbered, and that, in consequence, all of the bonds issued under the mortgages, to the amount of nearly \$50,000,000, are null and void. It is claimed that the Northern Pacific was prohibited by Congress from making or executing mortgages on its properties, unless on the express consent of Congress. This, it is claimed, the company has never secured except in one instance, and in that the lien created was long since extinguished by the payment of the debt. The filing of the original bill by the Farmers' Loan and Trust Company the Northern Pacific company, which was the Wisconsin Central company for more than \$100,000. The organization of the Wisconsin Central Pacific Company, which was approved on July 2, 1864. Section 1070 of the act of Congress gave the company the right to subscribe to the stock of the company, and that "no mortgage or construction of any kind shall be made on any road or road right, or mortgage in any way, excepting by the consent of the Congress of the United States." The company, it is said, applied to Congress for permission to issue construction bonds, and on May 15, 1865, the consent was given by Congress. The lien thus created, however, was soon after satisfied. It is then charged that the company, by the sale of the bonds, had vested in the Northern Pacific company by Congress in respect to the creation of mortgages on the Northern Pacific company. The issue of the various mortgages which now encumber the road is set forth, and then the claim is made that, as the Congress never authorized the issuance or gave its consent to the making of the mortgages, that they were issued without authority of Congress, and that the mortgages and all bonds thereunder are void and of no effect whatever.

The Baltimore & Ohio. The Baltimore & Ohio is the oldest chartered railroad in America and the oldest passenger railroad in the world. Ground was broken for the enterprise July 4, 1828, by the only then surviving signer of the Declaration of Independence, Charles Carroll, of Carrollton. No one supposed that it would be anything but a horse railroad. Nevertheless, it was the original intention to extend its operations to the Ohio river, and the name by which it is known to-day is the name with which it was christened. May 22, 1830, the road was opened for business from Baltimore to Ellicott's Mills, thirteen miles. The first American passenger car then used was about twelve feet long, had a horse attached, and he was good for eight miles an hour, carrying twenty-five passengers.

The first American locomotive ever constructed was tried upon this road, being the handiwork of Peter Cooper. It was drawn on Aug. 8, 1830, by the first steam engine propelled by steam upon any railroad in the world. Mr. Cooper acting as engineer. It is also recorded that on this occasion Mr. Cooper severely jammed his thumb, which may be set down as the first accident in the history of the road. The road was opened to Washington Aug. 25, 1835; to Cumberland Nov. 5, 1842; to the Ohio river, at Marietta, W. Va., Jan. 1, 1852; to Cincinnati and St. Louis June 1, 1867, and to Chicago Nov. 23, 1874.

Many years ago the company prospered, and only a few years ago boasted of an undivided surplus of millions in its treasury. In 1880, however, the stock of the company was sold at a price of \$25, at times going even higher than that figure. But few shares were owned by the company, and the stock was sold in blocks of any size were offered they were eagerly snapped up by investors. Trust companies, casual investors in Baltimore & Ohio stock, which paid as high as 30 per cent dividends for years.

The road was heavily interested at one time, and the Garrett family still has millions invested in the company's stock. Until a few years ago a good deal of the original Baltimore & Ohio stock was held by persons in Indiana, but most of it was disposed of when the securities began to drop in value. In 1880, the stock of the company, which had considerable of the stock, and some of its securities were sold in Chicago, but the purpose was, it is said, to get the stock out of the hands of the company a few years ago.

The Road Will Be Built. "I was rather surprised," said a gentleman, who is interested in the new movement to build the Logansport & Indianapolis railroad, "at the card of Mr. Q. A. Myers, secretary of an old company formed to build this road several years ago. He has no connection with the project, but what is the denial of facts given to the Journal are denials of something he knows nothing about. The road will be built, notwithstanding this. With the exception of the statement that some of the old company had sold their stock, I know of no other facts which are correct. It was the intention to simplify matters somewhat by the fact that the road was left in the hands of the old company, and I am that a majority of the Logansport stockholders were in fact, and the purpose was, it is said, to get the stock out of the hands of the company, but that the purpose was, it is said, to get the stock out of the hands of the company, but that the purpose was, it is said, to get the stock out of the hands of the company.

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Several German Organizations Combine to Establish One. The White River Park Association filed articles of association with the Secretary of State yesterday. The association is composed of the Indianapolis Liederkreis, the Harugari Saengerchor, the Schwaben Verein, the Germania Verein and the Metzger Verein. The organizations are all German. Gottlieb Lehnardt, of the Liederkreis, was elected president. The purpose of the association is to establish a park on the White River, and the members and families of the societies composing the association.

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CITY NEWS NOTES. Charles Hauser, of Toledo, who became insane at the Union Station Monday evening, was declared of unsound mind yesterday morning.

NUDE IN ART DISCUSSED AT LOCAL COUNCIL MEETING. "Are the Arts Conducive to Morals?" Was the Topic—Mr. Rappaport's Letter.

There was an unusually large attendance at the Local Council of Women yesterday afternoon, brought out, no doubt, by the attractiveness of the literary part of the programme. There was the usual routine of roll call and reports. A letter from Philip Rappaport, which was sent for the last meeting, was read. The letter suggested that the women should not take part in work in Chicago, but that they should confine their work to something not only more practical, but likely to bring about some result. After considerable discussion, ranging from a motion to lay the letter on the table and acting upon the suggestions, it was finally decided to have a committee of five to take the letter and form some plan for work in Chicago, and to have Miss Dean, who had been elected to the committee, make a very pertinent remark to the effect that the council had been engaged in a very superficial kind of work. "We shall be doing something when we can be a source of moral, social and industrial influence," said she. She mentioned a branch of the Chinese Opera, and suggested that the servant girl question, and another in Philadelphia pertaining to the domestic problem. Mrs. Chislett, Mrs. Wulsherr and Mrs. Jencks were elected to provide a programme for the annual meeting of the council.

The literary feature was a debate, "Are the Arts Conducive to Morals?" Miss Mary Dean took the affirmative side, and Miss Chislett the negative. The affirmative side was supported by Miss Dean, who said that the arts are not only a source of pleasure, but also a source of moral and industrial influence. She mentioned a branch of the Chinese Opera, and suggested that the servant girl question, and another in Philadelphia pertaining to the domestic problem. Mrs. Chislett, Mrs. Wulsherr and Mrs. Jencks were elected to provide a programme for the annual meeting of the council.

Col. E. F. Pope, Western passenger agent of the Northern Pacific, who is building a special form of round-trip ticket which he asserts cannot be scalped and will afford additional protection to both railways and passengers. Howard Hussey, who has been agent of the Chicago & Alton Railway for several years, has been appointed cashier and chief telegraph operator of the road at Peoria, Ill., where this company opened offices March 1.

A Cleveland paper says that Austin Corbin is still after the Cleveland, Canton & Southern Railway, which he has been endeavoring to acquire. He has been endeavoring to acquire the road, but has been unsuccessful. He has been endeavoring to acquire the road, but has been unsuccessful. He has been endeavoring to acquire the road, but has been unsuccessful.

W. W. Sherwood, who on the 15th will be senior superintendent of the Western division of the Toledo & Eastern Railway, was in the city yesterday. He had just returned from an inspection of the entire road, and expressed his satisfaction with its excellent physical condition.

C. E. Schaff, general manager of the Big Four lines, returned yesterday from his extended Southern trip, which he spent four weeks. While there he went all over Mexico where points of interest could be reached by rail. He was accompanied by his wife and other friends.

C. J. Pinkney, an engineer on the Lake Shore, has devised a new method of regulating the speed of the engine by means of a valve which is regulated by the shaking of the ball from the motion of the engine. When the train stops the ball is caught by a spring, and the engine is stopped.

Eighteen months ago the Peoria, Decatur & Evansville management established its own line of passenger cars, and it is now being run by the Peoria, Decatur & Evansville management. The cars are being run by the Peoria, Decatur & Evansville management.

Governor Matthews was asked yesterday for an expression concerning the proposed formation of an Indianapolis University by the union of the several schools in and about Indianapolis. He replied that he was not sufficiently familiar with the project to talk about it. Mr. Matthews was asked for his opinion on a suggestion which has recently been offered, to move the Indiana University here and combine it with the Indianapolis University.

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EN ROUTE TO FITZGERALD. Ex-Monument Commissioner McCollum Heads a Party.

Ex-Monument Commissioner McCollum heads a party of about a dozen people from his county, passed through Indianapolis last evening on their way to the Fitzgerald colony in southern Georgia. Mr. McCollum was a member of the commission that built the State soldiers' and sailors' monument. He has taken great interest in this colony from its first inception, and with a company of thirty men he has been in the colony lands last January, where he remained until Feb. 12, and being favorably impressed with its surroundings, he returned to LaPorte, Ind., and out his business affairs in LaPorte, Ind., to Fitzgerald, where he will engage in the mercantile business. Mr. McCollum is the son of the present Governor of Indiana, the Indiana National Guard, and will remain South for a time.

His Horse Was Unhit. Augustus Jackson began an action in the Superior Court yesterday against James Duffy to recover \$5,000 damages for personal injuries. Duffy, the complaint alleges, permitted his horse to rear up on the crowded street unhit. The horse ran off and collided with the plaintiff's buggy, throwing her out and injuring her permanently. The suit is brought under the city statute which prohibits owners of horses to let them stand unhit in the street.

He Took a Change of Venue. Thomas Craven, arrested with the Starkeles and Millers for participation in a riot near Clermont last week, was acquitted of the charge of rioting and profanity by a jury at the trial in the Superior Court. Craven took a change of venue from Justice Vickers, before whom the other young men were tried.

THE COURT RECORD. Supreme Court. 1721. State ex rel. Scott vs. Hart. LaPorte C. C. Reversed. 1722. State ex rel. Scott vs. Hart. LaPorte C. C. Reversed. 1723. State ex rel. Scott vs. Hart. LaPorte C. C. Reversed.

1724. Herrod vs. Whistler. Boone C. C. Reversed. 1725. Herrod vs. Whistler. Boone C. C. Reversed. 1726. Herrod vs. Whistler. Boone C. C. Reversed.

1727. Harrison vs. Stanton. Marion C. C. Publication ordered. 1728. Harrison vs. Stanton. Marion C. C. Publication ordered.

1729. Selberling vs. Rodman. Washington C. C. Reversed. 1730. Selberling vs. Rodman. Washington C. C. Reversed. 1731. Selberling vs. Rodman. Washington C. C. Reversed.

1732. Selberling vs. Rodman. Washington C. C. Reversed. 1733. Selberling vs. Rodman. Washington C. C. Reversed. 1734. Selberling vs. Rodman. Washington C. C. Reversed.

1735. Selberling vs. Rodman. Washington C. C. Reversed. 1736. Selberling vs. Rodman. Washington C. C. Reversed. 1737. Selberling vs. Rodman. Washington C. C. Reversed.

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1744. Selberling vs. Rodman. Washington C. C. Reversed. 1745. Selberling vs. Rodman. Washington C. C. Reversed. 1746. Selberling vs. Rodman. Washington C. C. Reversed.



Lydia E. Pinkham's Vegetable Compound. Will cure the worst forms of female complaints, all ovarian troubles, inflammation and necrosis, falling and displacement of the womb, and consequent spinal weakness, and is peculiarly adapted to the change of life. It has cured more cases of leucorrhoea by removing the cause, than any remedy the world has ever known; it is almost infallible in such cases. It dissolves and expels tumors from the uterus in an early stage of development, and checks any tendency to cancerous humors. Lydia E. Pinkham's Liver Pills work in unison with the Compound, and are a sure cure for constipation and sick headache. Mrs. Pinkham's Sanative Wash is of great value for local application.



The Cat Game Back Soap. Because there was no place like the home where they used Santa Claus Soap. This Great Soap makes home, home indeed. Keeps everything clean. Keeps the housewife and everybody happy. Try it. Sold everywhere. Made only by THE N. K. FAIRBANK COMPANY, Chicago.

THE McELWAIN-RICHARDS CO. WROUGHT-IRON PIPE and BOILER TUBES. Steam, Gas and Water Goods. Fitters' Tools, Hoops, Goods. Snow Steam Pumps, Mill Supplies. 62 & 64 West Maryland Street.

COPY OF STATEMENT OF THE CONDITION OF THE MANHATTAN LIFE INSURANCE COMPANY. On the 31st day of December, 1895. Located at No. 46 Broadway, New York City.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in banks and other depositories, and in the hands of agents or other persons, \$1,250,000.00. Real estate unencumbered, \$1,000,000.00. Bonds owned by the company, bearing interest at the rate of 4 per cent, as per schedule filed, \$1,000,000.00.

COPY OF STATEMENT OF THE CONDITION OF THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES. On the 31st day of December, 1895. Located at No. 129 Broadway, New York.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in banks and other depositories, and in the hands of agents or other persons, \$1,250,000.00. Real estate unencumbered, \$1,000,000.00. Bonds owned by the company, bearing interest at the rate of 4 per cent, as per schedule filed, \$1,000,000.00.

COPY OF STATEMENT OF THE CONDITION OF THE NATIONAL LIFE INSURANCE CO. OF NEW YORK. On the 31st day of December, 1895. Located at No. 23 Nassau Street, New York, N. Y.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons, \$1,250,000.00. Real estate unencumbered, \$1,000,000.00. Bonds owned by the company, bearing interest at the rate of 4 per cent, as per schedule filed, \$1,000,000.00.