DIED.

STEWART—Agnes, wife of Thomas Stewart, Saturday, April 25. Funeral from her late residence, 69 Kansas street, Monday at 2 o'clock. Friends invited.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—Funeral directors, 172 North Illinois street, between New York and Vermont. Office always open. Telephone 641.

WANTED—MALE HELP.

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.

HELP WANTED—FEMALE.

WANTED—Middle-aged woman to take care of small baby and help with house work. Apply, with references, 428 Park avenue.

FINANCIAL.

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., Rooms 325-330, third floor Lemcke Building, Indianapolis.

ANNOUNCEMENT.

THE ZEPHYR SYSTEM is superior to all others. We also make old-style furnaces, which are highest grade in material, mechanically and in efficiency. Call and see several of each style now under construction for some of our finest residences. $30 to $125. Pipes, etc., additional. Brick set or iron-cases. TURNER ZEPHYR FURNACE AND STOVE COMPANY, 100 Kentucky avenue.

FOR RENT.

FOR RENT—A modern house, ten rooms, 221 College avenue, May 1. Inquire 110 Massachusetts avenue. GEORGE J. HAMMEL.

FOR RENT—Furnished, a first-class new modern ten-room brick house, within the original "mile square," from June to September; references exchanged. Address Q. R. S. T., Morning Journal.

FOR EXCHANGE.

FOR EXCHANGE—New ten-room house, with tower; lot contains one and one-eighth acres; one block from new courthouse; all modern improvements; fine property. Address G. S., Lock Box 604, Monticello, Ind.

ASTROLOGER.

ASTROLOGER—Mrs. Dr. Ellis, fifty years a planet reader, 381 North Capitol avenue. Learn what nature intended you for and secure success in life.

FOR SALE—HORSES AND VEHICLES.

FOR SALE—New traps, surreys, buggies, phaetons, delivery wagons, harness, whips. STURTEVANT'S, 68 South Pennsylvania.

NOTICE TO CONTRACTORS.

Notice is hereby given that the Board of Commissioners of Monroe county, Indiana, will, on Wednesday, May 27, 1896, at 1 o'clock p. m., at Bloomington, Ind., receive bids for the construction of each of the following free gravel roads: The Bloomington and Unionville road, the Bloomington and Brummets Creek road, the Bloomington and Ellettsville road, the Bloomington and Vernal Church road, the Bloomington and White Hall road, the Ellettsville and Spencer road, the Harrodsburg and Smithville road. All of said work to be done according to plans, specifications, plats and profiles now on file in the auditor's office of Monroe county, Indiana.

Each bid shall be accompanied by a bond, as required by law.

The board reserves the right to reject any and all bids.

Witness my hand at Bloomington, Indiana, this April 25, 1896. J. M. RUNKLE, Auditor Monroe County.

THE COURT RECORD.

Superior Court.

Room 1—John L. McMaster, Judge.

Clara Edwards vs. Levi Edwards; divorce. Decree granted plaintiff.

William Stalnuth vs. Nudine Stalnuth; divorce. Decree granted plaintiff.

Caroline Miller vs. Frank Miller; divorce. Decree granted plaintiff.

Sarah Garing vs. John Garing; divorce. Decree granted plaintiff.

Emma Pees vs. Charles Pees; divorce. Dismissed for want of prosecution.

Margaret R. Darrow vs. Ben L. Darrow; divorce. Decree granted defendant at his costs. Plaintiff's maiden name restored.

Rena Heidenrich vs. John Heidenrich; divorce. Finding for defendant.

Room 3—Pliny W. Bartholomew, Judge.

John Dugan vs. C., C., C. & St. Louis Railway Company; damages. Judgment on special verdict for plaintiff for $100.

Edgar O. Hunter vs. Amos W. Stephenson. Finding and judgment for plaintiff for $96.20.

Charles W. Osgood vs. William L. Perrott et al.; mechanic's lien. Finding and judgment for plaintiff for $345, and for State Building and Loan Association for $1,137.25, and for Robert Martindale for $283.51.

Mutual Life Insurance Company vs. Henry S. Blandford et al.; foreclosure. Finding and judgment for plaintiff against Blandford for $1,748.20. Finding and judgment in favor of Dalton & Merrifield against Henry S. Blandford, Seth Burnett and George F. Jenkins for $838.48.

Ella Hudson vs. William Hudson et al.; support. Judgment against plaintiff for costs.

New Suits Filed.

Fred Fuehring et al. vs. Willard N. Hubbard et al.; suit to foreclose sweeping lien. Superior Court, Room 2.

M. P. Moller vs. Isaac Dales; suit on note. Superior Court, Room 2.

Nicholas Hoffbauer vs. Citizens' Street-railroad Company; damages. Superior Court, Room 2.

Lenora G. Riley vs. John H. Riley et al.; damages. Superior Court, Room 1.

Notes of Recent Decisions.

A lease of a railroad for 999 years is held not to be a sale in the case of Morrison vs St. Paul & M. P. R. Co. (Minn.) 39 L. R. A., 646, within the meaning of a contract for division of the purchase money in case of a sale.

An incorporated club according to the decision in State vs. Austin Club (Tex.) 30 L. R. A., 590, is not engaged in the business of selling intoxicating liquors within the meaning of a statute imposing an occupation tax on such business.

The right of self-defense in favor of a person who began an affray by a felonious assault is sustained in People vs. Hecker (Cal.) 30 L. R. A., 403, where he had first in good faith attempted to withdraw from the combat, and fairly made known such purpose.

A direct loss or damage by fire, within the meaning of an insurance policy, is held in Ermentrout vs. Girard F. & M. Ins. Co. (Minn.) 30 L. R. A., 346, to be caused when part of a building insured is carried down by the fall of an adjacent building which burned.

Keeping a five-gallon can of gasoline in a building for a number of days for use in burning off old paint preparatory to the repainting of a building is held in Smith vs. German Ins. Co. (Mich.) 30 L. R. A., 368, not to come within a prohibition against keeping, using or allowing gasoline on the premises.

A license fee of $100 per annum charged upon an itinerant vendor of drugs professing to cure or treat all diseases is held in State vs. Wheelock (Iowa) 30 L. R. A., 429, to be reasonable. With these cases is a very extensive note on the limit of amount of license fees.

An ordinance requiring a good passageway to be built in front on the sidewalk after the completion of the first story, when a building is constructed abutting on a public sidewalk, is held in Smith vs. Milwaukee Builders' & T. Exch. (Wis.) 30 L. R. A., 504, to be within the power of the Common Council of the city.

Which is the front of a corner lot?—is a question discussed at length in Toledo vs. Shell, 53 Ohio St. 53, 30 L. R. A., 598, in which it is held that the shorter of the sides which front on a street is presumed to be the front, and that this presumption continues after a building is erected unless the plan or construction of the building overcomes it.

A rule of a water company that a charge of $1 should be made for turning water off and on, in addition to the payment of all accrued water rents, before a patron who had been in default for such rents should be allowed to take water again, is held in American Water Works Co. vs. Walker (Neb.) 30 L. R. A., 447, to be unreasonable, discriminatory and void.

Have You Eaten Too Much?

Take Horsford's Acid Phosphate.

People impose on the stomach sometimes, giving it more than it can do. Horsford's helps to digest the food, and puts the stomach into a strong and healthy condition.

TONNAGE INCREASING

LARGER LOADED-CAR MOVEMENT, BUT STILL BELOW THE MAXIMUM.

Curtailing Free Transportation to Politicians—Two Cents Per Mile for Ten or More Persons.

The loaded-car movement continues disappointing. While it is a little heavier than usual, it falls considerably below that of the corresponding week of 1895. However, it should be said that the freight traffic of April last year, especially the third week, was unusually heavy for April, both east and west-bound. The grain and flour shipments eastward have not been as as light in years in April as this year, and the export business in provisions has been lighter than usual, while the shipments of cerealine products, both for export and home markets, have been heavier than in 1895. But in no special class of business have the shipments shown as marked an increase this month as in the movement of live stock and dressed meats. In shipments of live stock the increase is not as noticeable in hogs as in cattle and horses. With two auction sales each week, at which 500 to 600 horses are sold, largely for shipment East and for export, and the striking increase in number of cattle handled each week at the Indianapolis stock yards, much of which goes to Buffalo, Pittsburg, Jersey City and New England points, is shown the most remarkable improvement. West-bound business, as well as east-bound, is lighter than in April last year. This is doubtless in some measure due to the fact that at the corresponding period last year rates were somewhat demoralized, while this year, for four months, they have been steadily adhered to, and there has been no object in merchants purchasing with a view to taking advantage of the low rates that are at such times taken advantage of. A local agent says that while this business from the East may not now be as heavy as in April last year, the business of March and April this year is somewhat in excess of the same months of 1895. In local business some improvement is noticeable. In miscellaneous freights there is an increase; harvest implements are moving freely, and also lumber and material for street improvements, and local manufacturers are shipping more goods. Large quantities of pipe for gas and water works are being handled daily by Indiana roads, also ponderous water-works machinery, steam pumps, etc. In electrical apparatus, motors, dynamos, etc., there are heavy shipments in all directions. Below is given the car movement for the week ending April 25 and for the corresponding weeks of 1895 and 1894:

Name of road.	1896.	1895.	1894.
L., N. & C.	478	389	358
L., D. & W.	403	316	312
C., H. & D.—Ind'p'lis div.	810	747	706
L. E. & W.	495	515	493
Penn.—I. & V.	596	838	408
Penn.—J., M. & I.	612	907	602
Penn.—Chicago div.	505	828	496
Penn.—Columbus div.	1,528	1,584	1,457
P. & E.—East div.	753	1,074	728
P. & E.—West div.	791	1,286	861
Big Four—Chicago div.	2,227	1,839	1,567
Big Four—Cincinnati div.	2,294	2,567	1,919
Big Four—St. Louis div.	1,682	2,057	1,647
Big Four—Cleveland div.	2,167	2,117	1,659
Vandalia	1,874	2,088	1,851
Totals	17,227	19,214	15,159
Empty cars	5,462	5,374	4,006
Total movement	22,689	24,588	19,155

Taking No Chances.

The more the Brown decision is studied the more far reaching is its effect shown to be, and both railway officials and shippers are disposed to obey the Supreme Court ruling. For once the Chicago roads and shippers are showing some respect for the law against discrimination. The Chicago Inter Ocean says: "Heretofore it has been customary for the different roads to furnish free transportation to aldermen and county officials. The courtesy has in many instances been greatly abused. The railroads are now getting back at the politicians by absolutely refusing to issue them any free transportation whatever, on the ground that it has always been an illegal transaction, and now that the Interstate-commerce Commission has been furnished with power to fully investigate these deals the railroads do not care to run any risks on any score. It is said that the aldermen and county and State officials affected are making a vigorous protest at the new order of things."

Belt Road Traffic.

In the week ending April 25 there were transferred over the Belt road 15,527 cars, against 14,486 in the previous week, an increase of 1,041 cars. Belt road engines handled at the stock yards 1,014 carloads of stock, against 1,070 in the previous week, a decrease last week of 56 cars. Belt road engines handled for industries on its lines 709 cars, against 677 the previous week, an increase last week of twenty-two cars.

Traffic Notes.

B. N. Austin, assistant general passenger agent of the Northern Pacific, spent Sunday in the city.

The stockholders of the Indianapolis & Vincennes will hold their annual meeting for election of a board of directors May 11.

The Monon made a more favorable exhibit last week, handling at Indianapolis 605 cars, 478 being loaded, an increase over the preceding week of sixty loaded cars.

The Lake Erie & Western handled at Indianapolis last week 495 loaded cars, bringing in 217 and forwarding 278, an increase over the week ending April 18 of nineteen loaded cars.

The Peoria & Eastern had the lightest loaded car movement in many mouths, the two divisions handling at Indianapolis but 1,548 loaded cars, 168 fewer than in the week ending April 18.

The Cincinnati, Hamilton & Dayton continues to do a heavy business, last week handling at this point 1,132 cars, 810 being loaded, an increase over the preceding week of twenty-eight loaded cars.

On Monday, May 4, the Queen & Crescent will run a special train from Cincinnati to Atlanta to accommodate delegates and their friends who attend the annual meeting of the American Medical Society.

The Big Four lines handled at Indianapolis last week a total of 10,647 cars, 8,371 being loaded, an increase of 651 over the week ending April 18. Both the Chicago and Bee-line divisions showed increased business.

On May 1 the position of assistant mechanical superintendent of the Grand Trunk will be abolished, and W. M. Wood, who has held the position for several years, will be appointed superintendent of the car department.

On May 1 D. Fairchild will succeed W. A. Heister as roadmaster of the Buffalo division of the Erie lines. Mr. Fairchild was formerly with the road in that position, but in late years has given his attention to civil engineering.

Superintendent Miller, of the Vandalia main line, is encouraging the beautifying of the plats of grounds about the passenger stations by arranging grass plats in the center of which to arrange beds of plants and flowers.

It is stated that the ticket scalpers of Chicago and St. Louis are well supplied with tickets calling for transportation between Chicago and St. Louis over the Wabash and the Illinois Central and are selling them at $6.50, the regular rate being $7.50.

Larry Sullivan is the acting treasurer of the Chesapeake & Ohio and it is understood will be to the end of the fiscal year. President Ingalls ordered the salary of T. O. Barbour, late treasurer of the company, to be continued and paid to his widow until the close of the fiscal year.

The roadbed of the Lake Erie & Western proper is being put in excellent condition; a steam shovel is at work and three construction trains. The bridge gangs have been increased and a good deal of work is being done in putting in stone abutments and large iron pipe at the waterways.

Hereafter not only is the number of coaches to be hauled on the Empire State express over the New York Central from New York to Buffalo to be limited, but also the number of passengers. General Passenger Agent Daniels has limited the number to 223 persons. Passes will not be honored on these trains.

Patrons of the Big Four and the Pennsylvania who patronize the dining cars of these lines are very complimentary in their comments on the character of the service. In both cases the companies operate their own dining cars and have found it much more satisfactory to the traveling public than when they are operated by the Pullman company and not as expensive to the roads.

The Cincinnati, Hamilton & Dayton is utilizing the shops of the Indiana, Decatur & Western at this point to great advantage. Last week Engine 56 was taken out of the shops rebuilt, and Engines 78 and 256 put in the shops to be rebuilt, there now being five Cincinnati, Hamilton & Dayton engines in the I., D. & W. shops rebuilding. This week four coaches, which have been undergoing general repairs and repainting, will be sent from these shops. Orders have been given that thirty of the Cincinnati, Hamilton & Dayton coaches be sent to these shops for repairing and repainting at the rate of ten each month.

It is stated that a contract has been signed by which the Pennsylvania lines will secure entrance to Detroit, it having trackage rights from Toledo to Detroit over the Flint & Pere Marquette. The understanding has been for two years past that should the Flint & Pere Marquette complete its line from Toledo to Detroit the Pennsylvania would make trackage arrangements with it, and in railroad circles it is thought this is a shrewd move on the part of the Pennsylvania Company to eventually secure control of the Flint & Pere Marquette.

The four Pennsylvania lines handled at Indianapolis in the week ending April 25 a total of 4,697 cars, 3,241 being loaded, an increase of 152 over the preceding week. The entire increase was in the loaded car movement over the Panhandle east-bound. The Indianapolis & Vincennes handled at Indianapolis 165 fewer loaded cars than in the preceding week, which was due to the falling off in its coal traffic. The Vandalia had one of its light weeks, bringing in 1,080 loaded cars and forwarding but 794, handling thirty-four fewer loaded cars than in the preceding week.

About fifty railroad officials in Indiana and neighboring States are among those who have been invited to the dinner to be given to leading Indiana business men by the State committee of the Young Men's Christian Association to-morrow evening at the Denison Hotel, Indianapolis. A considerable number have already indicated their purpose to be present and the gathering promises to be a notable one so far as the railroad work is concerned as well as other departments. Mr. M. E. Ingalls, president of the Big Four and the Chesapeake & Ohio, is to be one of the principal speakers of the evening. The possibilities of association work among railroad men in Indiana will doubtless receive such a ventilation as they never had before. There are at present railroad branches at Fort Wayne, Elkhart, Logansport, Columbus and Brightwood and the State committee has in mind fifteen other fields in Indiana where there are enough railway employes to warrant the establishment of new branches.

Personal, Local and General Notes.

Another attempt will be made this week to form a traffic pool among the Southern lines.

The American Express Company has declared a dividend of 1½ per cent., payable May 15.

President Fish and others interested in the Illinois Central have been inspecting their newly acquired lines.

The Southern Pacific has given notice of its inability to put its new tariff into effect before June 1. The time fixed upon was May 1.

Captain Hodges, superintendent of terminals of the Old Dominion line for many years, will retire on May 1 on account of ill health, and be succeeded by F. H. Weeks.

Local ticket agents and ticket agents at the Union Station report a large increase in sale of local tickets and fewer mileage books since the roads ceased honoring interchangeable mileage.

E. O. McCormick, passenger traffic manager of the Big Four lines, was recently offered a similar position at an increased salary on another system of roads in the Central Traffic Association Territory, which is rapidly coming to the front.

Joseph W. Parry, passenger conductor on the Grand Rapids & Indiana, on Friday night had two of his arms broken. His train was rounding a curve near Winchester, Ind., at good speed, just as he passed from one coach to the other, and he was thrown violently against the guard rail.

Justice Smythe, of the New York Supreme Court, has granted an attachment of $139,415.60 against the Evansville & Terre Haute Railroad Company, of Indiana, in favor of John Dougan. It is understood the claim is for interest and principal of 133 bonds of the Evansville & Richmond Railroad Company, which was guaranteed by the defendant.

There has been an understanding among the passenger officials of the transcontinental lines that army and naval officers traveling at their own expense should be given half-fare rate. It has been found that some of the roads are making the agreement cover postal clerks and other government employes, and the abuse has become so great that the chairman of the association has issued warning against the practice.

The question of issuing a 5,000-mile ticket having gone to the general managers of the association lines, it is very likely to be adopted, but with such safeguards thrown around it as to prevent its being traveled on except by the purchaser of the book. The question will be settled between May 6 and May 10. Traveling men are much interested in the result, and are purchasing mileage only to meet their immediate requirements.

It is evident that ten-ride party tickets will be sold in the entire territory west of the Missouri river after May 1. An effort is to be made to sell only to legitimate organized parties of no more, and these tickets will be refused to ticket brokers and the general public. The question of discrimination will come up, and the scalpers are likely to give the roads trouble. It is believed that lines in this territory will soon go back to the party tickets on a more liberal scale than ever.

The general manager of one of the car works which refuses to build cars at present figures said, a short time ago, that the works that take these contracts can but lose money. He cited a case where car works were actually building cars at $45 per car less than they would cost to build and pay living wages to the men. The same seems true of the Ohio Falls car works. Their skilled men, it is stated, cannot make over $1 per day at the prices for labor they offer, and the officers of the car company say that it is impossible to pay more, as the contracts were taken at very low figures.

If reports are correct the transporation officials of the Wabash and the Lake Erie & Western should get together and rearrange their connections. The Wabash Plain Dealer says: "Travelers who use the Wabash and Western roads via Fort Wayne are complaining because of the unsatisfactory connection made at that point. The morning train out of Indianapolis on the L. E. & W. is scheduled to make the seventy-five miles between Indianapolis and Peru in three hours and twelve minutes. This, even with all the stops, is very slow and could be run with ease, but there is a regular stop of twenty minutes at the L. E. & W. main line crossing at Tipton and this stop is sometimes prolonged to thirty or forty minutes, and of course it is impossible to make up the time thus lost and reach Peru in season to catch the east-bound Wabash express, leaving at 10:15, only three minutes after the Lake Erie is due. The Wabash management cannot hold the fast train a minute, and the result is that passengers from the south from Wabash, Huntington and Fort Wayne are frequently detained at Peru until 5:30 in the evening."

WRITTEN IN 1784.

A Letter from the Father of His Country to Jonathan Trumbull, Jr.

Montclair (N. J.) Herald.

The following letter from General Washington to Jonathan Trumbull, jr., is now in the possession of a family in this town:

"Mount Vernon, Jany. 5th, 1784.

"Dear Trumbull.

"Your obliging letter of the 15th of Novr. did not reach me until some days after we had taken possession of the City of New York—The Scene that followed of festivity, congratulation, addresses, and resignation must be my apology for not replying to it sooner.—

"I sincerely thank you for the Copy of the Address of Govr. Trumbull to the Genl. Assembly & Freemen of your State—The Sentiments contained in it are such as would do honor to a Patriot of any Age or Nation! at least they are too coincident with my own not to meet my warmest approbation.—Be so good as to present my most cordial respects to the Governor and let him know that I wish the mutual friendship & esteem which have been planted & fostered in the tumult of public life, may not wither and die in the serenity of retirement; tell him we should rather amuse our evening hours of life, in cultivating the tender plants & bringing them to perfection when they are transplanted to a happier clime.—

"Notwithstanding the jealous and contracted temper which seems to prevail in some of the States, yet I cannot but hope & believe that the good sense of the People will ultimately get the better of the prejudices; and that order and sound policy—tho' they do not come so soon as one would wish—will be produced from the present unsettled and deranged state of public affairs—Indeed I am happy to observe that the political disposition is actually meliorating every day. Several of the States have manifested an inclination to invest Congress with more ample Powers—Most of the Legislatures appear disposed to do perfect justice—and the Assembly of this Commonwealth have just compiled with the requisitions of Congress, and I am informed without a disentient voice.—Everything My dear Trumbull, will come right at last as we have often prophesied—My only fear is that we shall lose a little reputation first.

"After having passed, with as much prosperity as could be expected, throu' the career of public life, I have now reached the goal of domestic enjoyment—in which state I assure you, I find your good wishes most acceptable to me. The family at Mount Vernon joins in the same Complim'ts & cordiality to you & yours with which I am—D'r Sir yr. most Affect. & Obedt Serv.' "GEO. WASHINGTON.

"Jonathan Trumbull Junr. Esq."

Cures, absolute, permanent cures have given Hood's Sarsaparilla the largest sales in the world and the first place among medicines.

NEW WOOL COMING IN

THE CLIP IS SAID TO BE OF AN EXCELLENT QUALITY.

Prices Have Been Opened at 12 Cents for Best Medium—Stock Yards Improvements.

The Hoosier woolen mill is still shut down, but will probably resume operations in a few days. Merritt & Son are running only part of their mill to fill special orders. The new clip of wool is beginning to come in, and is said to be of excellent quality. In commenting on the wool situation one of the largest of the local dealers said on Saturday:

"The buyers here have opened prices at 12 cents for best medium wool, with some doubt expressed about being able to maintain these prices through the season. Wool is now lower in this country than in Europe, and a few small shipments have been made from New York to Europe. The cause of this is the general depression among woolen mills in this country. In the aggregate these are not using more than half the wool they did in 1892. The large importation of shoddy goods accounts for this. The following clippings from the Boston Wool and Cotton Reporter explains the situation: 'The bulk of the business in foreign dress goods has been in fancy fabrics. Black fancies have been good sellers, but in all lines medium and low prices prevail. The foreign mills, in order to compete with our domestic manufacturers, have unloaded an enormous amount of worthless stuff on the American market, and in addition to this have resorted to a gross amount of fraudulent valuation, such as we spoke of at length in our last issue. Were it not for such methods of competition domestic mills would be better able to cope with the competition of foreign goods. We trust that speedy punishment will overtake those who by such methods attempt to defraud the United States government and the American people of what rightfully belongs to them. The foreign weavers still attract a large number of orders, in spite of the worthlessness of the material. They are full of imperfections, which are cleverly concealed by the beautiful finish, and it is this finish which gives them the lead over domestic weavers. It seems impossible for domestic mills to make a fabric to compare with these foreign goods for less than 75 cents, while the latter sell here for 67½ cents, and even then have a better appearance at first. The domestic worsted yarn market continues quiet. Prices, which, while nothing more than nominal, are lower than they have been in previous years, and some parties who are covered with more wool than they can find immediate use for are ready to offer, if they feel certain of getting their money, to make contracts for yarn at figures which would compel them to manufacture it at a loss.'

"The above comments are enough to explain the present depressed condition of the wool market in this country. The Wool and Cotton Reporter says of the wool market: 'We remarked last week that our Western friends might rely upon our assertion that the alleged depressed condition of this market was a fact, and not a device for depreciating prices in the wool section. We wish to reiterate this proposition; now it is quite probable that the growers will expect higher prices than dealers will be able to pay.' "

Cannot Be Excelled.

One of the most active business men of this city remarked last Saturday that the shippers of this city, and also the consignees, fail to appreciate the advantages the railways entering here offer them. He did not believe that there was a point in the United States which offered as many advantages. To begin with, of the fifteen roads centering here there is not one but has to meet sharp competition, and such competition that the requiring of an Indianapolis shipper to pay an exorbitant rate would be practically an impossibility. Then consignees have another great advantage. In the city and its immediate suburbs there are 268 switches running from some one of the lines to private industries, and for the switching service the lowest rates are charged by Indianapolis roads. Within the next eighteen months the Pennsylvania Company will erect its new depot right in the heart of the business center of Indianapolis. Then the business of the four Pennsylvania lines and of the Vandalia will all be done in one depot, and that within six squares of a majority of the business interests of this city. But one square away from the Pennsylvania depots are the Big Four, in which the business of the four Big Four lines proper and the Peoria & Eastern is transacted, and but a square further east the Lake Erie & Western has its freight depot. One square away the Monon has its new freight depot, and doubtless the Cincinnati, Hamilton & Dayton, which now uses one of the old Bee-line freight depots, will have its new depot up. Within a radius of four squares will be handled the freight of the entire fifteen roads, aside from that in bulk which is handled on the 268 private switches. Every depot can be reached from the business houses over good pavements and no hills to climb, as in many cities, to get to or from the city freight depot. Another good point is that the agents of the respective companies have grown up with the business, and are so well known to shippers and consignees that the latter know that anything that is unjust to a shipper or a consignee will be fairly adjusted, and with but little red tape. Seldom a week passes that there is not some railway official here to look over the new depots of the Big Four, which have become as noted for convenience and capacity as any freight depots in the country. Now, the Pennsylvania Company proposes, in the next eighteen months, to erect a mammoth freight depot, which will equal, if not eclipse, any buildings of this character now erected in this country.

More Improvements Contemplated.

President Ijams, of the Indianapolis Belt Road and Stock Yards Company, is much encouraged over the excellent business the yards have been doing of late. General Superintendent Graybill says it is to be the best April the yards have ever had for business. Especially has the traffic in cattle and horses greatly increased. The new sheep pens are completed and are model pens. President Ijams will in a few days let the contract for rebuilding the loading and unloading platforms, which have seen seventeen years of service. The platforms will be remodeled on an entirely new plan, making them more convenient. This means the rebuilding of fully one-half a mile of unloading platforms on the west side and about that length of loading platforms on the east side of the stock pens. Present indications are that the twenty-nine and one-half acres of ground the company purchased west of the present yards will be utilized, as a movement is now on foot which is likely to result in the establishment of a dressed beef packing house on a large scale. The increase in shipments of cattle to this market the last year has fully demonstrated that such an establishment would be as marked a success as the Kingan hog-packing and the Coffin, Fletcher & Co. houses have been.

Industrial Notes.

Parrott & Taggart are putting in two additional large ovens, with the modern improvements, largely increasing their capacity to bake bread.

The Parry Manufacturing Company is running all departments eleven hours a day, so far behind is it in orders for the class of vehicles it builds.

The Indiana Bicycle Company last week invested $13,000 in purchasing additional ground to still further enlarge its plant on South East street.

Both of the bicycle chain manufactories are crowded with business. The Indianapolis Chain and Stamping Company is still working a large night as well as day force.

E. C. Atkins & Co. have so far recovered from the damages caused by the recent fire that they are running all departments and have over four hundred men at work.

The Indianapolis Chair Company, which has been shut down to put in new boilers and make general repairs, will resume operations this week with 250 to 300 men.

Daggett & Co. are expending quite a sum of money in further improving their plant, it being the intention to have an establishment which can manufacture anything in the candy line known to the trade.

The Specialty Manufacturing Company is quite busy. The company has recently received orders from London and Liverpool for fans, and last week shipped twenty-five of their large exhaust fans to New England and a number to Canada.

Charles T. Kramer, secretary of the Indiana Fruit Company, of this city, reports that the prospects are excellent for a large crop of fine peaches, pears and plums from the company's Georgia orchards. He states that the company will begin to ship ripe peaches within about thirty days.

The Atlanta bicycle and machine works have been incorporated at Atlanta, Ga., with a capital of $100,000. This enterprise is started and backed by Indianapolis capital. Arthur Green will leave for Atlanta this week to take the management. It will be the first bicycle factory in the South, and will manufacture high-grade wheels.

Indianapolis is coming into prominence as a broom and brush manufacturing point, there being several of this class of manufacturers. Formerly this market was supplied largely by the brooms manufactured at the Blind Asylum. Now there are broom manufactories here that ship their goods away by the carload. One concern in North Indianapolis has all modern machinery and gives employment to thirty people. It ships goods to all parts of the country.

NEWS IN SUNDAY'S JOURNAL.

Resume of Events Chronicled in the Issue of April 26.

The Senate has passed the sundry civil appropriation bill.

An equestrian statue of General Grant in Brooklyn was unveiled.

It is believed in England that a war with the Dutch in South Africa is inevitable.

Rev. George Knapp has been turned over to the United States consul at Alexandretta.

The European war scare is revived. The Czar is expected to make the first move after his coronation.

Senator Sherman's proposition to take up the free-alcohol-in-the-arts measure was knocked out in the Senate.

Rosebery, who fears that he cannot live long, has selected Sir Edward Grey as his successor as Liberal leader.

Ex-Governor Russell's boom for the presidential nomination is looked on with amusement at Washington it is said.

At Rockville, Ind., Alfred Egbert killed Mrs. Herman Haske, her two daughters, Sheriff Mull, Deputy Sheriff Sweem and then shot himself.

Base Ball—Western League: Grand Rapids 9, Indianapolis 6; Detroit 12, Columbus 7; Kansas City 11, St. Paul 4; Minneapolis 8, Milwaukee 2. National League: Philadelphia 9, Brooklyn 3; Cleveland 6, Pittsburg 3; Chicago 5, Cincinnati 3; Baltimore 10, Washington 2; Boston 7, New York 4.

Indianapolis.

Al. Lintner was arrested for the murder of Leo Hirth.

Grand Rapids, 9; Indianapolis, 6, tells the tale of Saturday's defeat.

Mamie Quinette and the two kidnaped Wilson children were brought back from Evansville.

(From Sunday's Second Edition.)

Indiana T. P. A.

RICHMOND, Ind., April 25.—The annual meeting of the Indiana Travelers' Protective Association was held here to-day. The proceedings opened with a parade at 9 o'clock, and the procession was one of the prettiest that has ever marched along the streets of this city. The line was composed of the grand marshal and aids, mounted police officers, two platoons of patrolmen, the Knights of Pythias Band, members of the Richmond Post, the Richmond Citizens' Band; Post A, Fort Wayne; Post B, Indianapolis; Post E, Lafayette; Post F, Logansport; Post G, Terre Haute; Post H, Vincennes; Post I, Kendallville; Post J, Evansville; Post M, South Bend; Post L, Warsaw; Post M, Crawfordsville; Post N, Marion; Post O, Anderson; Post R, Muncie; Post Q, New Albany; carriages containing the national and State officers; carriages containing the visiting ladies; the Richmond Young American Band; Richmond members and visitors in carriages.

At the close of the parade the members of the various posts, together with their wives and many visitors, assembled at the Phillips Opera House. The hall was decorated for the occasion. The national and state officers, together with the Mayor of the city, Major James S. Ostrander, and Elmer E. Lebo, president of the Richmond Post and master of ceremonies, were gathered on the stage. The programme consisted of music by the band, prayer by the Rev. C. H. DeVoe, address of welcome by Mayor Ostrander, in behalf of the city; an address of welcome by E. G. Hill, in behalf of the Richmond Commercial Club; response by John A. Lee, of St. Louis, national president of the association, and short addresses by State President Hopewell, of Terre Haute, and others. Letters of regret were read from Gen. Benjamin Harrison and Governor Claude Matthews, the latter having been unable to come owing to illness.

The business session began at 2:30 o'clock this afternoon. The report of the president showed an increase in membership. Isham Sedgwick, of this city, was elected State president by a unanimous vote, and Will Quigg, of this city, was elected State secretary and treasurer. This gives Richmond the State headquarters for the coming year. The following vice presidents were chosen: Post A, Fort Wayne, George Duffan; Post B, Indianapolis, James A. Stubbs; Post C, Richmond, James A. Carr; Post E, Lafayette, W. H. McGee; Post F, Logansport, Harry Biggs; Post G, Terre Haute, C. R. Hunter; Post I, Kendallville, L. A. Winstandt; Post M, Crawfordsville, J. W. Scott; Post N, Marion, W. F. Smith; Post Q, New Albany, George Strobel; Post R, Muncie, R. G. Thomas. The following directors were chosen: Henry Gennett, Elwood; McGuire and Marmon Meyers, all of Richmond, to serve two years.

Delegates were chosen to the national convention as follows: Post A, Fort Wayne, Frank Ripple; alternate, Frank Stone. Post B, Indianapolis, George H. Stevenson; alternate, W. Wietel. Post C, Richmond, Horace Starr; alternate, William Martin. Post E, Lafayette, Charles G. Yelm and F. E. Hart; alternate, B. A. Toohey. Post F, Logansport, C. M. Taylor; alternate, C. F. Rittmeyer. Post G, Terre Haute, C. R. Duffan and W. S. Barnett; alternates, M. Stacke and M. B. Flesher. Post I, Kendalville, C. F. Case; alternate, W. H. Hamilton. Post M, Crawfordsville, J. W. Scott; alternate, W. P. Nash. Post N, Marion, Andrew Jackson; alternate, W. C. Anderson. Post Q, New Albany, A. Hartman; alternate, George Strobel. Post R, Muncie, C. M. Ridge; alternate, F. J. Tapman.

Marion and Muncie were candidates for the place of holding the session of next year, and Marion was successful by a vote of 68 to 20.

A resolution was passed deploring the enforced absence of Governor Matthews, and extending hopes of his speedy restoration to health.

Million-Dollar Fire.

CRIPPLE CREEK, Col., April 25.—An angry courtesan threw a lamp at her lover at 1 o'clock to-day and $1,000,000 worth of property was destroyed in three hours. The lamp hit the stove, igniting the oil and setting fire to the furniture. In a few minutes the building was in flames. This was Cough's dance hall on Myers avenue, near Third street. In a very short time the adjoining buildings had caught, despite the efforts of the fire department. It soon became evident that the fire was to be a big one, but no one thought it would reach such an area. The occupants began to move out, but many had waited too long and were unable to save their goods. Some barely escaped with their lives. Several women were dangerously burned. The heat became so intense that buildings on the north side of Meyers street took fire. Every wagon in town was pressed into service and goods were hauled away. Not a tenth part of the goods were saved. By the time the postoffice had caught it became evident that the only way to stop the progress of the fire was to blow up the buildings with dynamite. This was done under the supervision of the firemen, and a number of buildings had to be sacrificed before the fire had reached them.

The fire started about 1 o'clock, and by 4 it had burned the blocks between Third and Fifth streets, on Meyers, between Third and Fifth streets, on Bennett street, stopping just this side of the new Midland depot and warehouse, between Third and Fifth, on Carr. With the exception of a few buildings on the Third-street side, nearly all the buildings between Third and Fifth, on Eaton, were destroyed.

The property on Meyers avenue was occupied in the most part by demimonde and saloons. The two variety theaters—the Topic and Hollands—were there, and innumerable dance halls. Several accidents of minor character occurred, but none was fatal. Grace Clifton was badly burned about the face and hands. J. Anderson, while placing a charge of dynamite under the Sisters' hospital to blow it up, had a leg torn off by a premature explosion. The postoffice, on Bennett avenue, is a wreck, only the vault standing. Twenty thousand letters and thousands of packages were destroyed. The First National Bank vault is standing. All the books and papers were saved, and the bank opened for business while its building was burning in a room adjoining the Bimetallic Bank. The Episcopal and Congregational churches were destroyed. The city jail, in which were confined about twenty prisoners, has only the iron cages left. The prisoners were released.

The Sisters' hospital was blown up after the patients had been removed to the Pike's Peak Hospital. Mayor Steele ordered all saloons closed, which prevented lawlessness. A report was started that thieves were busy, and a hundred deputies were at once sworn in and the militia was called out, but no depredations were committed. Hundreds of people were made homeless, but they were all given shelter by the generous people of the town. The fallen women were made welcome in the best houses in the city. The burned section is to be built up at once with brick and stone. The total insurance will reach about $250,000.

The Jackson Trial.

NEWPORT, Ky., April 25.—The evidence in the Jackson trial to-day was of a decidedly damaging character to the accused murderer of Pearl Bryan. One of the strongest points against not only Jackson, but Walling as well, was the pile of evidence going to show that they persuaded Pearl Bryan from returning to her home and telling her mother everything. It was shown that on Thursday, Jan. 30, Jackson took her to a medium, who gave the girl motherly advice, telling her to go back home. Pearl told the woman her name and explained her condition, begging for relief. The medium refused to assist in any criminal work, and, finding