SOCIETY NOTICES.

MASONIC—Keystone Chapter, No. 6, R. A. M. Stated meeting in Masonic Temple this (Tuesday) evening at 7:30 o'clock.
HUGH O. M'VEY, H. P.
JACOB W. SMITH, Secretary.

LOST.

LOST—Lewellen setter. White color, lemon spots. Reward. 549 North Pennsylvania street. T. H. NOONAN.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 72 East Market street.

FINANCIAL—Money at lowest rates. NEWTON TODD, 6 Ingalls Block.

LOANS—On Indianapolis Business property. Low rate of interest. W. E. STEVENSON, 74 East Market.

LOANS—6 per cent. on improved centrally located Indianapolis property. W. E. STEVENSON, 74 East Market.

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 Indiana farms. 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.

FINANCIAL—To loan. Any amount you want in sums of $100, $200, $300, $500 to $5,000 on best of terms. Can pay any time after one year. Our loans are all private money. CHAS. W. GORSUCH, 305 Indiana Trust Building.

FINANCIAL—Notice is hereby given that sealed proposals will be received until 12 o'clock (noon) on Wednesday, June 24, 1896, by the Board of School Commissioners of the city of Indianapolis for a temporary loan of one hundred and forty thousand dollars ($140,000), said loan to be furnished on the first day of July, 1896. Notes therefor to be dated July 1, 1896, and payable Jan. 31, 1897. Proposals must be marked "proposal for loan," and addressed to the Board of School Commissioners, Indianapolis, Ind. Proposals for the whole amount or for any part thereof will be considered. The right is reserved to reject any or all bids. By order of the Board of School Commissioners.

WANTED—MALE HELP.

WANTED—Young man as office clerk and typewriter, able to invest or give cash security. Address W. H. C., Journal.

WANTED—Ten men to solicit orders for hardy nursery stock, ornamental trees and shrubs; both city and country work; big pay; steady work; good territory near home. L. L. MAY & CO., St. Paul, Minn.

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—We invite every one to call and investigate the American Fruit Company. Shares 50 cents a week; 160,000 Peach and Plum trees for profit. Better investment never before offered. Office open 9 a. m. to 9 p. m. Illustrated pamphlet free. Room 3, 36 West Washington street.

WANTED—MISCELLANEOUS.

WANTED—Work in country office by experienced printer. Address A B C, care Journal office, Indianapolis, Ind.

WANTED—CARPETS CLEANED TO LOOK LIKE NEW 3c PER YARD. BEAUTIFUL RUGS MADE AT 75c PER YARD. MACK'S CARPET AND RUG WORKS, FOURTH AND CANAL. TELEPHONE 242.

FOR SALE.

FOR SALE—Buttermilk and skim milk route. 217 Ramsey avenue.

FOR SALE—A fine restaurant in county seat of 12,000. Place cost $2,200. Will sell for $1,500; half cash. Average daily business of $35. Must sell at once. Sickness the cause. Snap for some good man. Address C. 126, care of Journal.

FOR SALE—A perpetual income that will pay you something every year is the kind of investment the American Fruit Company offers you. Profits from 160,000 earliest peach, plum and pear trees, and shares are only $100, payable 50 cents a week. Building and loan stock accepted at full value in payment. ROOM 3, 36 West Washington street, Indianapolis, Ind.

BUSINESS CHANCE.

BUSINESS CHANCE—$350 invested earns $85 weekly. Prospectus, proofs free. F. DALY, 1293 Broadway, New York.

BUSINESS CHANCE—The American Fruit Company offers you now safer security and greater profits than any installment stock investment ever issued. Shares, $100. Payable 50 cents a week. 160,000 early fruit trees for profit. ROOM 3, 36 West Washington street.

BUSINESS CHANCE—We invite every one to call and investigate the American Fruit Company. Shares 50 cents a week; 160,000 Peach and Plum Trees for profit. Better investment never before offered. Office open 9 a. m. to 9 p. m. Illustrated pamphlets free. Room 3, No. 36 West Washington street.

BUSINESS CHANCE—On account of the recent DEATH OF IRA M'DANIEL, I am authorized to sell at private sale the splendid grain business and GRAIN ELEVATOR located at Martinsville, Ind. This property is well equipped with track scales, shelling and cleaning machinery of large capacity, dumps for unloading, etc. Martinsville is one of the best grain shipping stations in the State, as well as one of the prettiest towns for residence. More than 200,000 bushels of grain are usually bought here every year. The BROOKLYN FLOUR MILLS and elevator will also be for sale as soon as an order from court to sell at private sale can be secured. For description, price and terms address
C. W. M'DANIEL, Adm'r.
Franklin, Indiana.

FOR RENT.

TO LET—House; 7 rooms. 77 West Nineteenth street. S. N. WRIGHT, Eighteenth and Illinois streets.

FOR RENT—Handsome brick house, corner Home avenue and Pennsylvania street, immediately. Inquire at 601 North Delaware.

FOR RENT—House of 11 rooms, bathroom, furnace, deep well, city and cistern water, all modern improvements; new; good shade. Inquire at 125 North Alabama street.

BUILDING AND LOAN.

BUILDING ASSOCIATIONS—The annual meeting of the stockholders of the Star Saving and Loan Association will be held June 24, 1896, from 7 to 8:30 p. m., at No. 40½ East Washington street, for the purpose of electing directors.
H. M. HADLEY, President.
H. H. FAY, Secretary.

LEGAL ADVERTISEMENTS.

PIKE ROAD LETTING.

Notice to Pike Road Contractors.

Notice is hereby given that sealed bids will be received by the auditor of Jennings county for the construction of twenty miles of pike road in Spencer township, Jennings county, Indiana, according to the map, profile plans and specifications now on file in the auditor's office at Vernon, Indiana. Said twenty miles is divided into four divisions: One contains Sections 1, 2, 3, 4 and 5; Division 2 contains Sections 6, 7, 8, 9, 17 and 18; Division 3 contains Sections 10, 11, 12, 13, 14, 15 and 16. All of the above sections are in petition filed first. The fourth division contains Sections 1 and 2, in the second petition filed. Separate bids must be filed upon each division. No bid will be received in excess of the estimated price, as reported by the engineers and viewers; bidders to file bonds double the amount of their bid for the faithful performance of the work, with sufficient sureties and at least two solvent resident freehold sureties of Jennings county, Indiana. All bids must be filed with the auditor at Vernon by 10 o'clock a. m., June 27, 1896, and the bids shall be opened at once and the contract awarded. All bidders must furnish W. S. Matthew, at North Vernon, Indiana, a list of the names offered as sureties on Monday, June 22, 1896, or furnish other proof of the sufficiency of bonds filed. The board reserve the right to reject any and all bids.
JOHN S. VANCLEAVE,
WILLIAM A. CHEEVER,
OLIVER SHEPHARD,
Commissioners of Jennings county, Indiana.
In witness whereof I have hereunto subscribed my name and affixed the seal of the Commissioners' Court at Vernon this 8th day of June, 1896.
HENRY HINCHMAN,
Auditor of Jennings County.

PIKE ROAD LETTING.

Notice to Pike Road Contractors.

Notice is hereby given that sealed bids will be received by the auditor of Jennings county for the construction of two miles of pike road in Center township, Jennings county, Indiana, according to the map, profile plans and specifications now on file in the auditor's office at Vernon, Indiana. No bid for the construction of less than the whole of said road will be entertained nor in excess of the estimated price of engineers and viewers. Bidders to file bonds in double the amount of their bid for the faithful performance of the work, with sufficient sureties, two of said sureties to be resident freehold sureties of Jennings county, Indiana. Bidders must file list of parties offered on their bond by Monday, June 22, 1896, with W. S. Matthews, at North Vernon, Indiana, or furnish other proof of the solvency of their bonds. All bids must be filed with the auditor of Jennings county, Indiana, by 10 o'clock a. m., June 27, 1896, and said bids shall be immediately opened and the contract awarded at once. The Board of Commissioners reserve the right to reject any and all bids.
JOHN S. VANCLEAVE,
WILLIAM A. CHEEVER,
OLIVER SHEPHARD,
Commissioners of Jennings county, Indiana.
In witness whereof I have hereunto subscribed my name and affixed the seal of the Commissioners' Court at Vernon this 8th day of June, 1896.
HENRY HINCHMAN,
Auditor of Jennings County.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—172 North Illinois street. Lady embalmer for ladies and children. Office always open. Telephone 641.

NOTICE.

NOTICE—Call and see the fine peaches grown on the "Red Clay Orchard Company's" farm in Georgia. Larger than any now on market. Grown near American Fruit Company's land. Room 3, 36 West Washington street.

EARNINGS OF RAILWAYS

BIG INCREASE SHOWN THE FIRST FIVE MONTHS OF THE YEAR.

Death of H. B. Hammond—Western Lines Preparing to Organize a Joint Traffic Association.

In May 123 roads earned $37,524,386, an increase over May, 1895, of $834,634. Since Jan. 1 126 roads have earned gross, $189,758,648, an increase over the corresponding five months of 1895 of $12,397,571. The Illinois Central reports for May: Gross, $1,528,017, increase, $57,533; operating expenses, $1,144,634, increase, $110,083; net, $383,383, decrease, $43,550. July 1 to April 30: Gross, $17,872,524, increase, $1,976,290; operating expenses, $11,868,152, increase, $751,512; net, $6,004,372, increase, $1,224,778.

Death of H. B. Hammond.

Henry B. Hammond, well known in Indianapolis railroad and business circles, died recently at Chestnut Hill, Mass., which was his country home. He was born at Douglas, Mass., Feb. 18, 1840. He graduated from the Harvard Law School in 1861, and at once went to Washington as secretary and aid to his uncle, General Mansfield, who was at that time in command of the troops protecting the national capital. Late in 1861 he was sent by President Lincoln to Dublin as United States consul, and during the critical three years of his consulship rendered great service to the country, and at the same time won the respect and esteem of the people to whom he was accredited. Upon his return to America he entered the office of Evarts, Southmayd & Choate and continued the practice of law in New York till 1871, being in partnership at various times with Judge James Emmett, Albert Stickney and General H. L. Burnett. The greater part of his time since 1870 has been given to the organization and management of railroads. He was secretary and attorney for the Union Pacific from 1867 to 1872; he became president of the Indiana & Illinois Central in 1871; in 1874 he was made general manager of the Boston & New York Air Line, and in 18881 its president; he was receiver of the Chicago, Danville & Vincennes railroad; in 1881 he was president of the Continental Construction Company; in 1891 he was president of the New York & Long Island Railroad Company. Mr. Hammond was a recognized authority on matters pertaining to railroad history and construction and had one of the best railroad libraries in the United States. He had a stroke of paralysis in 1893, and since that time has practically retired from business. He was twice married, in 1866 to Josephine L. Bates and in 1887 to Elenore H. Boyd. The latter survives him. Mr. Hammond took charge of the Indiana & Illinois Central road when it was under a financial cloud and extended from Montezuma to Indianapolis. He was at the head of its affairs as president and receiver until 1888, for several years after was financially interested in the property, and but for financial reverses would have doubtless extended the road to Quincy, in fact, at one time he had arrangements perfected to consummate such a project. He opened the road to Indianapolis in 1879, and ever after took great pride in Indianapolis and his railway from Indianapolis to Decatur, 153 miles. For several years he spent much of his time in this city. R. B. F. Peirce, who was his attorney for years, and whom Mr. Hammond urged the first mortgage bondholders to place in charge of the property, on his health failing, says he never knew a more conscientious, upright business man than Mr. Hammond, and his kindly feeling extended to the humblest of the employes on the road. He planned and built the present Indiana, Decatur & Western shops, which are model shops of their size. Mr. Peirce says he had read so much, traveled so much and was so observing that he was one of the best informed men on railroad matters in this country, and such men as George B. Roberts, president of the Pennsylvania lines; Austin Corbin, late president of the Long Island road, and M. E. Ingalls, president the Big Four, were always glad to meet him, as he was an unusually interesting talker. An impression had got out that Mr. Hammond was not pleased with the turn matters took in the reorganization of the Indiana, Decatur & Western. This was a mistake; he was more than pleased that the first mortgage bondholders, who had, on his recommendation, put money into the road, got their investment in such shape as not to reflect on the deceased.

The Cuts in Western Rates.

Western roads are now talking of entering into an alliance with the "Soo" in the hope of getting back at the Joint Traffic Association for refusing to join with them in meeting "Soo" rates out of St. Paul on the wool traffic. The Western roads propose to turn all the dairy product traffic of Minnesota and the Dakotas over to the "Soo" road at St. Paul and allow it all the haul from that point to the seaboard, thus depriving the Joint Traffic roads of any share in the haul. The traffic in dairy products is now at its height. It is quite important, but still it seems a roundabout method for the Western roads to get revenge. It is more likely to excite ridicule than repentance among the Eastern roads.

It was officially reported to the Western roads yesterday that this scare over rate demoralization from St. Paul east-bound on account of "Soo" cuts was needless. There is not going to be the usual amount of tourist travel this year and the "Soo" is not cutting rates for teachers going on their holidays. Notwithstanding the boycott against it by the steamship companies, the "Soo" is still cutting rates on east-bound steamship business out of the Northwest. It is selling tickets at $19 over its own counters, when the authorized rate is $23. It is taking about one-third the total business at this cut.

Western passenger men had a meeting in Chicago yesterday afternoon, at which they decided to request the Michigan roads to equalize rates made by them for Ann Arbor students returning home for the long vacation, so that the Chicago roads would get their share of the business. As rates are at present arranged there is a likelihood of Milwaukee and St. Louis taking the whole outfit.

Newspaper Advertising.

Advertising in trade price lists, amusement programmes or any of the numerous kinds of publications of that nature, has been prohibited by the board of managers of the Joint Traffic Association. They have made a law that from July 1 no road may publish or participate in advertising in such publications. Advertising must be confined to regularly published, standard newspapers or periodicals of general circulation, published at regular intervals. Transportation issued on account of such advertising must be confined to the bona fide proprietors, publishers, editors, officers, employes or attaches of such authorized publications and members of their immediate families.

The Northern Pacific Foreclosure.

Judge Jenkins, at Milwaukee, yesterday, ordered all the parties interested in the Northern Pacific foreclosure proceedings to show cause on July 23 why certain creditors should not be allowed to intervene and establish their right to preferences. There are ten creditors who have joined in the move, but before the matter is disposed of it is quite likely that all of the creditors who have been designated by the receivers as preferred will unite in the action. From the petition it appears that the receivers are anxious to drop the question as to liability growing out of the joint operation of the Wisconsin Central lines and the Chicago & Northern Pacific by the Northern Pacific.

Warrants for Contractors.

Casparis & Marter, contractors, who have undertaken the task of blasting out the huge limestone bluff for the Big Four railroad in Wabash, have aroused the wrath of the citizens in that city. The rock is very hard and it is necessary to use enormous charges of powder. The reports are deafening. Night and day there is a perpetual Fourth of July celebration and George Courtier, a householder, has taken out warrants for the arrest of Messrs. Casparis and Marter and seven foremen.

Chicago East-Bound Shipments.

The east-bound shipments from Chicago last week amounted to 62,202 tons, compared with 64,108 tons for the previous week, and 45,785 tons for the corresponding week last year.

Personal, Local and General Notes.

The Cincinnati, Jackson & Mackinaw has contracted for sixty large furniture cars.

The Big Four on next Sunday will run an excursion to Cincinnati at $1 for the round trip.

In the month of May there were handled at the Union Station train sheds 3,736 trains, containing 22,154 cars.

The Erie will in a few weeks begin the elevating of its tracks in Jersey City, at an estimated expense of $1,000,000.

The pay rolls show that the Louisville, New Albany & Chicago has 390 men at work in its new shops at Lafayette.

On Sunday the Cincinnati, Hamilton & Dayton took into Cincinnati off of the Indianapolis division 1,160 excursionists.

The local agents have returned from their annual meeting. The meeting next year will be held in Washington, D. C.

M. E. Ingalls, president of the Big Four, will leave on Wednesday for Hot Springs, W. Va., where he will remain a week and then go to New York.

W. S. Lincoln, who has resigned as chief engineer of the Wabash line, and is succeeded by Sidney Emerson, had held the position he vacates sixteen years.

The Vandalia will on Sunday put on a fast train between St. Louis and Mackinaw, via St. Joseph. It will be known as the St. Louis and Mackinaw express.

Harry J. Graham and A. A. Young, the newly appointed assistant general freight agents of the Lake Erie & Western, will make Indianapolis their headquarters.

H. J. Cassidy, assistant general freight agent of the Peoria, Decatur & Evansville, is in the city on official business. He reports crop prospects excellent on that line.

It is stated that the Pullman cars run on the Southwestern system of the Pennsylvania lines yield better returns than do the Pullman cars run on the Chicago division of the Panhandle.

The morning train of the Monon from Indianapolis is doing a good business, is a great accommodation to business men and likely to become a permanent arrangement, say the passenger men.

It is claimed by the transportation department that the fastest run ever made with a freight train was made last week between St. Louis and Cleveland with a dressed meat train over the Big Four, the 533 miles being covered in twenty-four hours and ten minutes.

The Joint Traffic Association managers will this week take up the application of the Wabash and the Big Four for relief against the passenger traffic connections of the Toledo, St. Louis & Kansas City as to the cut-rate business east-bound carried by the connecting lines that are members of the Joint Traffic Association.

The Board of Public Works will soon be given opportunity to act on arranging for an entrance of the Indianapolis, Logansport & Chicago through the city to a connection with the Union tracks. It is stated that everything is now ready to move in this enterprise, the arrangements to raise money to build the road having been perfected.

The Tippecanoe Club, of Cleveland, on Sunday was hauled from Bellefontaine to Indianapolis over the Bee line division, 142 miles, in two hours and fifty-eight minutes, making five stops. The eighty-four and six-tenths miles from Union City to a standstill in the Union Station at Indianapolis was run in ninety-three minutes, making two stops.

C. E. Schaff, general manager, and J. Q. Van Winkle, general superintendent of the Big Four, will to-day meet in this city a committee of engineers to consider an adjustment of wages. Some of the engineers claim that on some divisions the engineers are not receiving as much pay, proportionately, as on others, and they ask for an adjustment.

A proposition is now under consideration to abandon both the Western trunk line pool and the Western Freight Association, and in their place form an organization similar to the Eastern Joint Traffic Association, whereby the traffic affairs of the roads will be under the absolute control of a board of managers composed of a traffic official of each of the lines interested.

The Cincinnati, Hamilton & Dayton will next Sunday put in effect its new fast time schedule between Cincinnati and Detroit in connection with the Michigan Central. The running time, which is now eight hours and fifty-two minutes, Cincinnati to Detroit, under the new schedule will be six hours and thirty minutes. Some interest is shown as to whether the Big Four and the Toledo & Ohio Central will meet this fast time.

Train 29 over the Pennsylvania lines is credited with being the best paying train run across the country from west to east. When it leaves Indianapolis it usually has nine cars, often ten. When it leaves Columbus it has nineteen cars and is run in two sections to Jersey City. The first section consists of two mail cars, one express car, one baggage car, a combination car and two day coaches. The second section is made up of eight to nine sleeping cars and a dining car additional from Pittsburg to Jersey City.

The statement has been made that certain roads, the Pennsylvania among the number, employ Catholics for the reason that they are not allowed to belong to any secret order. This is denied by railroad men who are alleged to have been of that number. A Pennsylvania official says the company always insisted that its men should be recognized for their real merits alone, and that if a man was negligent, incompetent or in any way unfit to hold a position on the road no secret order that he might belong to could save him from being discharged. It was the policy of the company to hold on to good men regardless of their political, religious or social affiliations, and even if a man had no religion at all his merits would be recognized all the same. If it was proven to the satisfaction of the general officers that a promotion had been made in a manner not consistent with the ideas of discipline the matter would be inquired into at once and justice would be done regardless of any or all secret orders.

Free Coinage and Other Things.

To the Editor of the Indianapolis Journal:

Mr. Cline wrote in the Journal of June 8 in favor of free coinage of glass, and you gave editorial attention to his letter in the issue of June 9. You should not show so much partiality. The farmer, under glass coinage, would again have to stand back, and could not lift his mortgage, as he does not buy many whisky bottles nor beer bottles; he has some glass fruit jars, but not enough to put him on an equality with the city gentlemen and ladies. Let me suggest a new idea, the carrying out of which would result in benefits to all. Cotton once was king, but now iron wears the crown, and is "king" of all metals. Now, it is a shame and a disgrace that "King Iron" is treated so shabbily. The king should be in style, and this is not the case now. In and about every farmyard you will find part of the king's ornament and clothing in the shape of old and wornout binders, mowers, hay tools, plows, etc.; therefore, be it "Resolved, in honor of King Iron, That all old scrap iron (and no other) shall be and ereafter is to be used for the free and unlimited coinage of iron—16 to 1." What a happy people we would be! Just look at this: We implement dealers could employ half of your city people to set up and start new machines, and you have no idea how quick they would be worn out; for instance, your printing presses and machinery would be worn out—well, only too quick. Oh, what a boom we would have! All the factories would run day and night; millions and millions of laboring men would be employed. Just think of it. We have a class of people that are for free trade, free coinage, and want to be free from taxation, free to secede (as the silver men in the West are howling now), free to obey the laws and free to coin such stuff, to rob worse than highwaymen—only in the disguise of law. Farmers, workingmen and business men should give this attention. Educate yourself on this matter before voting next fall.

Yorkville, Ind., June 13. N. ZIMMER.

The St. Louis Greeting.

New York Sun.

The proper way to greet a man in the Mound City appears to be this: You approach with a wide grin, and, lifting your eyebrows, say: "Ah, old man, howdy. When did you get in?" The tone must be pleasant and the grin must broaden. Then you must say: "Let me feel your flesh, old man," at the same time holding out your hand and gripping the hand of the man you are greeting. The greeting closes thus: "Ah, warm yet, I see. Well, that's the main thing, anyway."

Are you one of those unhappy people suffering with weak nerves? Remember that the nerves may be made strong by Hood's Sarsaparilla, which feeds them upon pure blood.

Hood's Pills are the best after-dinner pill; assist digestion, prevent constipation. 25 cents.

WOES OF JUNE BRIDES

FIVE IN ONE DAY ASK THE COURT TO DIVORCE THEM.

A Grocer Wants $5,000 Because a Customer Said He Sold Whisky Without a License.

The June season of hymeneal happenings is not without its hymeneal infelicities, judging by the tales told in the divorce complaints filed yesterday. Five June brides prayed the courts for surcease from alleged unbearable domestic woes. Of these Mrs. Hattie S. P. Cumback, wife of Oliver T. Cumback, an engraver, has perhaps the most doleful tale. She alleges that her husband, a thrifty man, has for some years denied her proper support, and has forced her to leave his home, on one occasion kicking her valise full of clothing after her. She alleges that some time ago, although she was in feeble health and helpless, he rented a back dingy room on Massachusetts avenue and told her to live there or nowhere. She says he is the owner of property on Archer street valued at $1,800, and has a note secured by mortgage for $600. This note, she alleges, he told her he had "donated" to a temperance society. She asked a divorce, the restoration of the name of Sarah P. Wallace, $1,000 alimony and an order preventing the defendant from selling or incumbering his property. The last request is the only one granted by the court so far.

Allie O. Van Blaricum, who seeks a separation from George M. Van Blaricum, a sawmaker, charges him with threats and overt acts of a homicidal character, and alleges that on one occasion he took his razor from his pillow to execute a threat of violence. She says her life was in such danger that she left him.

Other divorces asked were: Addie Cigar from Thomas Cigar, on allegations of cruelty; Frank from Estelle Prunk, for abandonment; Susan H. Cooper from Charles M. Cooper, for cruelty and intoxication, and Sue from George M. Thornberry, for abandonment. Mrs. Thornberry wants her maiden name of Campbell restored and the custody of her five children.

CRIMINAL COURT CASES.

Two Incorrigibles Released on Suspended Sentence.

There were tears and wails in the Criminal Court yesterday morning. They were caused by the penitence and fear of Tony Catalini and Charles Dinges, the boys whose depredations on all sides have given the police concern for many months. The boys' parents sought to have them sent to the Reform School and Judge McCray was about to sign up their commitments, when Catalini began to wail and offer promises of good behavior in the future if he could have one more chance. The boys held out stiffly for a long time, but when the trip to the Reform School seemed sure they broke down. After severely lecturing them and exacting the most solemn and serious promises Judge McCray released them on suspended judgment.

Charles Tibbitts, alias R. H. Murray, who obtained money at a hotel upon a worthless check, was sentenced to sixty-five days in the jail.

Albert Stevens, charged with assaulting Nora Rafferty, a child, was convicted by a jury on a criminal charge and sentenced to three years' imprisonment.

William Lawhorn, charged with stealing two mileage tickets from Dr. Metzler, was acquitted by the court.

$5,000 FOR LIBEL.

Growing Out of a Charge of Selling Whisky Without License.

Anton C. Brinkman, a grocer, took legal steps recently to collect a bill, which, he alleges, Mr. and Mrs. P. Venable owe him. He instructed his lawyer, Orlando H. Myrick, to notify the debtors that he would sue. They replied with a letter to the attorney, alleging that $1.50 of the bill was paid for whisky sold by Brinkman without a license, and that suit was not being avoided by them. This communication, written on a postal card, was the basis for suit by Brinkman against the Venables yesterday for $5,000 damages for alleged libel.

Held for the Grand Jury.

In Police Court yesterday morning Mort Woods and John Sheridan, charged with the robbery of Frank J. Toland in Tron's saloon Sunday morning, were bound over to the grand jury. W. E. Sims, the waiter, and Dick Stegemeier, the night cashier in the Kingston restaurant, were discharged.

Minor Court Notes.

The docket will be called in Judge McMaster's room of the Superior Court next Monday.

Margaret E. Smith was declared of unsound mind in the Probate Court yesterday and Wirt C. Smith was appointed guardian for her property.

The Union Trust Company yesterday qualified as administrator of the estate of the late George F. Branham. The personal property is given at $7,000. There is considerable real estate.

THE COURT RECORD.

Superior Court.

Room 1—John L. McMaster, Judge.

L. M. Reynolds vs. James R. Carney; note. Judgment for plaintiff for $274.26.

Equitable Building and Loan Association vs. Sarah E. Dowden et al.; foreclosure. Judgment for plaintiff for $1,093.51.

George C. Webster vs. John J. Jarrett et al.; foreclosure. Dismissed and costs paid.

Flora Johnston vs. Richard Johnston; divorce. Dismissed.

Room 2—Lawson M. Harvey, Judge.

John F. Brinkman vs. Frank P. Wilson; foreclosure. Dismissed by plaintiff. Costs paid.

Joseph C. Keen vs. Daily Record Company; foreclosure chattel mortgage. Now on trial by court.

Room 3—Pliny W. Bartholomew, Judge.

William N. Howard vs. Charles F. Sayles et al.; mechanic's lien. On trial by court.

New Suits Filed.

Anton C. Brinkman vs. Mr. and Mrs. J. Venable; libel. Demand, $5,000. Circuit Court.

Adriel S. Kingsley vs. Royal A. and Edgar A. Kingsley; to foreclose mortgage. Demand, $850. Room 1.

Christian Koepper vs. Charles Sindlinger et al.; on account. Demand, $200. Room 3.

W. A. Bristor and Elizabeth M. Hamlet, administrators, vs. Samuel Robbins et al.; to foreclose mortgage. Demand, $235. Room 1.

Sue Thornberg vs. George M. Thornburg; divorce. Room 2.

Elisha F. Hunt vs. Bernie A. Fohl; on note. Demand, $50. Room 2.

Frank H. Prunk vs. Estelle Prunk; divorce. Room 1.

Addie Cigar vs. Thomas Cigar; divorce. Room 3.

Kate S. P. Cumback vs. Oliver T. Cumback; divorce. Room 3.

Susan H. Cooper vs. Charles M. Cooper; divorce. Room 1.

Argument for the Gold Standard.

To the Editor of the Indianapolis Journal:

The Republican national convention at St. Louis should declare not only against free silver, but emphatically for gold monometallism. All the talk about a double standard, silver as a measure of values, and so on, is the sheerest rot. Gold monometallism is exactly what we now have, have always had and must continue to have if we would not put ourselves at a disadvantage in our commercial relations with the remainder of the world and at the mercy of our enemies. For there cannot be two measures, whether of weights or values or lengths, which are at once one and not one. Any eye can see that in relation to everything but money. There used to be in the arithmetics—possibly still are—tables of length measures, for instance, the English ell of forty-nine inches, the Flemish of twenty-seven, the Scotch and the French, differing from each other and from both the above. If a Fleming wished to buy cloth of an Englishman an agreement had to be reached on measurements, of course, else there could be no agreement on price. It is exactly so as to money. People whose moneys differ must find a common standard of values if they would deal with each other, precisely as when dealing with weights and lengths and capacities; and as the tendency is towards the adoption of a uniform—the metric—system of measures for all the world in dealing with materials, so it is towards the adoption of a uniform and unvarying standard for the measure of values in dealing with moneys, and that so scholarly a man as Professor Ridpath, who is probably an enthusiast for the adoption of the metric system of weights and measures, cannot see that the adoption of a uniform measure of values is at least equally desirable, is only another illustration of the fact, so familiar to all, that knowledge and wisdom are not one.

A declaration for gold monometallism by the convention can do no possible harm, since it will but reorganize an existing irreversible condition and will certainly do much good. It will make silver secure in its relation to other moneys and commodities. We are now carrying at par with gold an enormous quantity of silver. It is beautiful money, too, and its clink in the purse is pleasant to hear—to the amount of say five or six dollars at a time. Nobody would wish it out of circulation; it is indispensable, but, when all is said for it, its purchasing power is what it is because it is practically redeemable in gold. A plank in the platform which shall state exactly and fearlessly its relations to our currency and the purpose of the Republican party to maintain them as they are, will inaugurate a campaign of education which will relegate the silver heresy to the limbo of lost issues as perfectly as the war did such work for State's rights and slavery. It will remove all incentive for a repetition of such blasphemous folly as that which the late Senate flaunted in the face of a sick Nation. It will make of no consequence in what nation the gold and silver is coined, since a silver dollar will no more need to contain a dollar's worth of silver than a paper dollar will need to contain a dollar's worth of paper. It drives from us some so-called silver Republican lunatics, it will in that but relieve us of an embarrassment while it will draw to us sound-money Democratic votes more than enough to compensate the loss. To potter any further with this question, above all in the convention, will be to stamp ourselves incapable of learning, and no better than the other fellows; will invite defeat at the polls for the party and consequent continuing and increasing disaster for all; and any man who can fall off a fence ought to be able to see it so for himself.

O. W. SEARS.

Indianapolis, June 13.

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