LEGAL ADVERTISEMENTS.

SHERIFF'S SALE.

By virtue of an execution to me directed from the clerk of the Superior Court of Marion county, Indiana, I will expose at public sale to the highest bidder, on

SATURDAY, THE 22D DAY OF AUGUST, 1896,

between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents and profits for a term not exceeding seven years, of the following real estate in Marion county, Indiana:

Lot number thirty-four (34), in Roset's subdivision of outlots one hundred and seven (107) and one hundred and eight (108), in the city of Indianapolis; also, lot number five (5), in Hogshire, Sims & Smither's Pleasant run addition to the city of Indianapolis, Indiana.

And on failure to realize the full amount of judgment, interest and costs, I will at the same time and place expose at public sale the fee simple of said real estate. Taken as the property of Mary E. Lovett, at the suit of Aetna Saving and Loan Association. Said sale will be made without any relief from valuation or appraisement laws. ALBERT A. WOMACK,

August 1, 1896. Sheriff of Marion County.

Hawkins & Smith, Attorneys for Plaintiffs.

SHERIFF'S SALE.

By virtue of a certified copy of a decree to me directed from the clerk of the Superior Court of Marion county, Indiana, in cause No. 49357, wherein the Daniel Frazee Building and Loan Association is plaintiff and Karl Krug et al. are defendants, requiring me to make the sum of eleven hundred and forty-eight dollars and four cents ($1,148.04), as provided for in said decree, with interest and cost, I will expose at public sale to the highest bidder, on

SATURDAY, THE 29TH DAY OF AUGUST, 1896,

between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents and profits for a term not exceeding seven years, of the following real estate in Marion county, Indiana:

Lot thirteen (13), in Frank's Woodlawn subdivision of lots four (4), five (5), six (6), sixteen (16), seventeen (17) and eighteen (18), in John S. and R. A. Dunlap's addition to the city of Indianapolis.

If such rents and profits will not sell for a sufficient sum to satisfy said decree, with interest and costs, I will, at the same time and place, expose to public sale the fee simple of said real estate, or so much thereof as may be sufficient to discharge said decree. Said sale will be made without relief from valuation or appraisement laws. ALBERT A. WOMACK,

August 8, 1896. Sheriff of Marion County.

Lamb, Hill & Dye, Attorneys for Plaintiff.

PROPOSALS FOR SUPPLIES.

National Military Home, Indiana, Treasurer's office, Aug. 8, 1896.

Sealed proposals will be received at this office until noon, Tuesday, Sept. 8, 1896, for furnishing and delivery of subsistence supplies at Marion Branch, National Home D. V. S., quantities to be increased 10 per cent. if required during the execution of the contract.

Standards can be examined, and printed instructions and specifications and blank proposals will be supplied upon application to this office. Samples presented by bidders will not be considered unless same are called for in specifications. The right is reserved to reject any or all proposals, or to waive any informalities therein.

Envelopes containing proposals should be indorsed: Proposals for supplies, N. H. D. V. S., and should be addressed to the undersigned.

Bids aggregating over $500 must be accompanied by a certified check, payable to the undersigned treasurer, for at least 5 per cent. of the amount thereof, which check will be forfeited to the National Home for D. V. S. in case the successful bidder refuses or fails to enter into contract as required; otherwise, to be returned to the bidder. H. O. HEICHERT, Treasurer.

Approved: JUSTIN H. CHAPMAN, Governor.

BRICK PAVEMENT.

Sealed proposals will be received at the office of the city clerk until 12 noon, Aug. 29, 1896, for the improvement of Harrison street, from Madison street to the L. E. & W. Railroad, by grading, curbing and paving with vitrified brick and laying brick sidewalks, according to the plans and specifications on file in the office of the city engineer.

A certified check, payable to the order of the city treasurer of the city of Alexandria, in the sum of one thousand dollars ($1,000), must accompany each proposal as surety that contract will be entered into within five days after the award is made.

The Council reserves the right to reject any or all bids. By order of the Common Council.

G. A. GESSNER, Jr., City Engineer.

SEALED PROPOSALS.

Sealed proposals will be received at the office of the public schools until 12 o'clock (noon) on Thursday, Aug. 20, 1896, for the cement work, tile work, artificial and natural gas fitting, plumbing and blackboards in the addition to the public school building, No. 4. Specifications can be seen in the office of Messrs. Vonnegut and Bohn, architects, in the Indiana Trust Building. Envelopes must be marked "Proposal for Work" and addressed to the Board of School Commissioners. The right is reserved to reject any or all bids. GEORGE W. SLOAN,

Chairman of Committee Buildings and Grounds.

NOTICE TO STOCKHOLDERS.

The annual meeting of the stockholders of the Chicago, Indianapolis & Chattanooga Railway Company will be held at the Denison, in the city of Indianapolis, Indiana, at 2 o'clock p. m., Sept. 16, 1896, for the purpose of electing a board of directors for the ensuing year, and for the transaction of such other business as may come before the meeting. The stock books will be closed Sept. 1, and reopened Sept. 17, 1896.

F. L. PATRICK, President.

MILTON, Ind., Aug. 10, 1896.

Pursuant to an order of the Wayne Circuit Court, of Wayne county, State of Indiana, I will offer at public sale, upon the premises in Milton, Wayne county, Indiana, at 1:30 o'clock p m., August 21, 1896, the following described property, to wit: The entire plant, machinery, tools, line shafting, pulleys, hanging, fixtures and appurtenances, and real estate, belonging to the Kitts Manufacturing Company, of Milton, Ind.; also, including its patents on hay tedders and grain drills, with patterns, etc., subject to a certain mortgage executed to Linville Ferguson and Aliah Z. Hoffman for $5,500, a chattel mortgage executed to J. A. Fay & Egan Company for $497.50, and accrued interest, and a chattel mortgage executed to the Cincinnati Machinery Company for $160.

Terms of Sale: One-third cash, one-third in six months and one-third in twelve months, purchaser to give notes with approved security. The plant to be sold as a whole. The fixtures, appliances, merchandise, etc., in parcels, or as a whole, to the highest bidder. A. L. SLAGER,

Receiver for the Kitts Manufacturing Co.

H. C. Fox, Attorney.

CHURCH NOTICES.

Baptist.

FIRST BAPTIST CHURCH—Northeast corner New York and Pennsylvania streets. The Rev. D. J. Ellison, pastor. The Rev. W. L. Pickard, D. D., of Louisville, Ky., will preach at 10:45 a. m. to the united services of the First Presbyterian and First Baptist Churches. Subject: "Love and the Objective Case." No evening service. Sunday school, 9:30 a. m.; B. Y. P. U., 6:30 p. m.; prayer meeting, Thursday evening. All are cordially invited.

Christian.

CENTRAL CHRISTIAN CHURCH—Corner N. Delaware and Walnut streets. Preaching at 10:45 a. m. by the pastor, John E. Pounds, on the subject, "Resting Place." C. E. meeting at 6:45 p. m.; Sunday school at 9:30 a. m.; prayer meeting at 7:45 p. m. Thursday. Seats free at all services.

Methodist.

CENTRAL-AVENUE METHODIST EPISCOPAL CHURCH—Corner of Central avenue and Butler street. Sermon at 10:30 a. m. by the pastor, Rev. Henry A. Buchtel, D. D.; class meeting, 9:30 a. m.; Sunday school, 2:30 p. m.; Junior League, 4 p. m.; Epworth League service, 6:45 p. m. No evening service. Dr. Buchtel will preach at Wildwood Park Sunday evening at 8 o'clock.

MERIDIAN-STREET M. E. CHURCH—Southwest corner of Meridian and New York streets. Preaching at 10:45 a. m. by Rev. John C. Chafee, D. D.; Sunday school and class meeting at 9:45 a. m.; Christian Endeavor service at 6:30 p. m.; prayer meeting Thursday evening at 7:45. No evening service except C. E. meeting, to which all are invited.

ROBERTS PARK M. E. CHURCH—Corner Delaware and Vermont streets. Rev. T. I. Coultas, D. D., pastor. Class meetings at 9 a. m.; Sunday school at 10 a. m.; preaching at 11 a. m. and 7:45 p. m. by the Rev. E. F. Ivey, of Newton, Ind.; Epworth League at 6:45 p. m.; prayer meeting Thursday evening at 7:45.

Presbyterian.

TABERNACLE CHURCH—Corner Meridian and Second streets. Preaching at 10:45 a. m. by the Rev. Henry W. Johnson, D. D., of South Bend, Ind.; Sunday school at 9:30 a. m.; N. P. S. C. E., 6:30 p. m. Rev. W. B. Dunham, associate pastor, will preach in Mt. Jackson chapel at 10:30 a. m. and in West Washington-street chapel at 7:45 p. m.

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 Indiana farms. Lowest market rate; privilege of partial payment before due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third floor Lemcke Building, Indianapolis.

NOTICE.

NOTICE—PILES—Eureka Pile remedy sent postpaid. Costs nothing until cured. Then remit $1. Reference Eureka Chemical Company, Nashville. J. S. BAIRD, proprietor, Murfreesboro, Tenn.

NOTICE—The war cry is on. The gold king is here, but the great warrior, Silver King, is coming. Look out for the cannon balls. Boys, you must have your old clothes cleaned, dyed and repaired before the November battle at Brill's steam dye works, 28 Massachusetts avenue and 35 North Illinois street.

CLAIRVOYANT.

CLAIRVOYANT—Skeptics are dumfounded. All those who want to be benefited through the revelations made by a genuine clairvoyant should consult Mrs. T. Griswold, who has decided to make Indianapolis her home. She gives advice on business, speculation, love, courtship, marriage and divorce. Everything revealed. Read Sunday ad. Office and residence, 296 East South street. MRS. T. GRISWOLD. Hours, 10 a. m. to 9 p. m.

JOURNAL ADVERTISING STATIONS.

BRANCH OFFICES—

OF

THE JOURNAL

Have been conveniently located at the following drug stores in the various sections of the city, from which ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates.

5 CENTS PER LINE OF SEVEN WORDS.

—STATIONS.—

Alabama and 7th Sts.—S. Muhl.
Bellefontaine St., No. 466—Claude Fields.
Christian Ave., No. 197—F. F. Dannettelle.
Clifford Ave., No. 324—Philip Miller.
College Ave. and 7th St.—Geo. C. Fisher.
Columbia Ave. and 7th St.—Chas. C. Ruch.
Delaware and McCarty—H. A. Pfaffilin.
Dillon and Fletcher Ave.—Hugo H. Lehrritter.
East and McCarty Sts.—E. C. Relck.
Ft. Wayne Ave., No. 190—Thos. R. Thornburg.
Hill Ave., No. 2—Stokes.
Hillside Ave., No. 19—H. W. Carter.
Illinois and 1st Sts.—S. Muhl.
Illinois and 13th Sts.—S. Muhl.
Illinois and 7th Sts.—J. M. Scott.
Illinois and North Sts.—R. M. Navin.
Indiana Ave. and Vermont St.—R. P. Blodau.
Indiana Ave., No. 201—Jno. D. Gauld.
Madison Ave., No. 427—Jos. M. Dwyer.
Mass. and Cornell Aves.—C. E. Barmm.
Mass. Ave., No. 301—L. E. Haag.
Mer. and Morris Sts.—C. H. Broich.
Mer. and Ray Sts.—Jno. E. Myers.
Mer. and Russell Ave.—Geo. F. Borst.
Mich., No. 1058 East—Van Arsdale Bros.
New York and Noble Sts.—E. H. Emmers.
New York, No. 378 West—F. E. Wolcott.
Pine, No. 201 South—A. L. Walker.
Senate Ave. and 3d St.—A. M. Eyster.
Senate Ave., No. 1052 North—E. E. Steward.
Shelby St., No. 182—C. A. Eitel.
Talbott Ave., No. 350—M. Schwartz.
Virginia Ave. and Coburn—C. G. Mueller.
Virginia Ave. and McCarty—M. C. Staley.
Wash. St. and State Ave.—N. S. Driggs.
Wash. St., No. 703 East—Baron Bros.
West St., No. 503 North—C. W. Eichrodt.
Yandes and 9th Sts.—Dixon.

FUNERAL DIRECTORS.

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

STOLEN.

STOLEN—Conde bicycle, 1896, No. 15608. Common iron seat post, wood rim. Reward. No questions asked. Stolen at Irvington. Room 201, Lemcke Building.

WANTED—MALE HELP.

WANTED—Young man to act as news agent on trains. $10 security required. CENTRAL NEWS COMPANY, Muncie, Ind.

WANTED—AGENTS.

WANTED—Energetic woman to travel on salary, to appoint agents for superior line of goods. CORSET WORKS, Ann Arbor, Mich.

WANTED—Insurance solicitors to handle the best natural premium contract being written in Indiana. Plan is beyond competition and terms unequaled for competent man. Good references will be required. Inquire of W. H. WITHINGTON, General Field Manager, Indianapolis, Ind. At Grand Hotel Aug. 14 and 15, 1896.

WANTED—MISCELLANEOUS.

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.

FOR RENT.

FOR RENT—Second and third floors, 22x125 feet each, of building Nos. 9 and 11 West Washington street. C. F. SAYLES, 77½ East Market.

TO RENT—OFFICES—Desk room to rent in 225-6 Lemcke Building. Inquire of H. M. STANTON, 19½ North Pennsylvania street, Room 9.

FOR RENT—Large store room, with flour and feed room added. No. 1554 North Illinois street, near Twenty-second. City water, gas, large cellar, large show windows. First-class location for grocery. W. E. MICK & CO.

FOR SALE—REAL ESTATE.

FOR SALE—House in Evanston, Ill.—$3,900 will buy a good two-story frame dwelling, 1215 Lyons street, arranged for either one or two families. Rents for $30 per month. Convenient to Northwestern University. Address MRS. CLARIBEL R. HARRISON, Richmond, Ind.

MUSICAL.

MUSICAL—Italian method of singing; voices tested free. Foundation work for vocal teachers. Also, lessons in advance work. MISS SHEDD, When Block.

STORAGE.

STORAGE—In Hanapolis Warehouse Co., 265-273 South Pennsylvania street, on Pennsylvania tracks. Phone 1343.

PARK WORK STILL DRAGS

MAYOR WILL VIEW THE PROPOSED FALL CREEK SYSTEM.

Floods Along White River Cause the Commissioners to Reconsider Their Former Action.

Mayor Taggart and City Controller Johnson met with the Board of Park Commissioners yesterday afternoon. Nothing definite was decided on. Before the Circuit Court is asked to condemn any tracts of land for park purposes the Mayor will inspect the different pieces under consideration. The Circuit Court is not in session and appraisers to condemn the property cannot be appointed until Judge Brown returns. J. C. Powers, the park engineer, is about to leave the city for a week or ten days. While away he will visit the Cleveland and Detroit park systems, said to be the best and most complete in the West. Meantime the Mayor will inspect the ground now being considered, with the commissioners. Until the land that will be bought is decided on there is no means of knowing how much money the board will require. When this is determined the Council will be petitioned to allow the commissioners to issue park bonds to raise the money.

Since the recent floods, when a large part of the ground originally considered for a part of the Fall creek system was overflowed, the advisability of beginning at Capitol avenue and continuing thence northeast, instead of at Washington street and White river, is now being discussed. George Merritt yesterday urged that the board follow the original plan. It will take a large sum of money to build levees to protect the lowland near White river, and the commissioners seem to think it unwise to undertake that scheme at present. It is likely that the park driveway will commence at Capitol avenue and follow Fall creek, instead of beginning at Washington street and White river. After a system is well established it is claimed that the lower end of the drive can be undertaken, if found desirable, and a practicable way of heading off the high waters can be devised.

Richard W. Bock, a Chicago sculptor, has made a model for the Ralston fountain, to be placed in University square. He will be here Monday to exhibit the plaster model. Alexander Ralston was a civil engineer of considerable renown and laid out the original square mile of this city. A number of citizens undertook to raise a private fund to erect a memorial fountain in his honor, but as sufficient funds were not forthcoming, the park commissioners have decided to assist in the undertaking.

CHARGES DISMISSED.

A Patrolman Appointed—Claim for Damage to a Buggy.

The Board of Public Safety dismissed the charges filed by John Bernloher against patrolman James H. Crabtree. Bernloher declared that Crabtree beat him with his mace while placing him under arrest. Superintendent Colbert declared Crabtree to be one of the best men on the force, and said that he had never been brought before the board previously. Crabtree was admonished to be more careful in the use of his mace hereafter.

D. O. Butcher, a Republican, was appointed to fill the vacancy created by the resignation of patrolman McClellan. Butcher was formerly a traveling man, but said he would accept a position that would not take him away from home.

The claim of Charles Lockhart, who wants the city to reimburse him to the extent of $100 on account of the destruction of a buggy and harness by the fire department, was referred to the city attorney. The claim was not allowed by the preceding Board of Public Safety.

Works Board Routine.

The Board of Public Works opened bids for several improvements yesterday morning. Daniel Foley was awarded the contract for graveling the roadway and cementing the sidewalks of Orange avenue, from Keystone avenue to Pogue's run, at $2.45 a foot. P. E. Phillips bid $2.74 and F. M. Snyder bid $1.71 a foot for cementing and curbing the sidewalks of Michigan avenue, from Washington street to State avenue. Henry Maag bid $1.82. Snyder was awarded the contract.

C. E. Shover was the only bidder for the work of constructing a levee on the northwest bank of Pleasant run, from Mankedick street 264 feet northeast. He bid 40 cents a foot for piling and $40 a thousand for timber. Action was deferred.

R. B. Drake bid $1.03 a foot and Daniel Foley bid 85 cents for graveling the roadway and bricking the sidewalks of Vinton street, from West to Dakota street. The contract was awarded to the latter.

A. A. McCray bid $1.75 and P. E. Phillips $1.68 a foot for graveling and curbing the roadway and sidewalks of Twenty-fourth street, from Pennsylvania to Meridian street. The contract was not awarded.

The board deferred final action for a main sewer in Cruse and Dillon streets, from Washington street to the first alley north of Fletcher avenue, until Aug. 19, at which time remonstrances will be considered. So far none have been filed.

The contract for lowering the bridge across the canal at North street was awarded to S. Robbins & Co., who are to complete the work for $12.

The board rejected the bid of Gansberg & Roney submitted several days ago for the construction of a sewer in the first alley east of Central avenue.

Laying of Block Pavements.

City Engineer Jeup is trying a new experiment on the wooden block pavements. Instead of being laid straight across the street at right angles with the curb, they are being laid obliquely. He thinks this will prevent their wearing out so soon. Horses will not plant steel shoes in the crevices, but their feet will strike the solid wood. Creosoted blocks are being laid on Michigan street. Vermont and North streets are also to be laid with creosoted blocks, in addition to Illinois, from Seventh to Fall creek. Michigan, Vermont and North streets will be blocked from East to West streets, with the exception of a few squares which are already asphalted. Mr. Jeup says that he is confident that the creosote will not injure bicycle tires at all; in any event he says it will be perfectly safe to ride on the block streets after they are down a few weeks. It is his intention to try the effects of the creosoting oil by soaking a pneumatic tire in it.

Delaware-Street Cement.

The Board of Public Works will advertise for bids for cement sidewalks on Delaware street, from Masachusetts avenue to Seventh street, to-day. The Mayor yesterday signed the ordinances passed by the Council at the special meeting last Monday night. It is the intention to let the contracts as soon as possible, in order that the work may be completed this summer. Julius A. Hanson, of No. 900 North Delaware street, asked permission to lay cement sidewalks in front of his residence under a private contract. It was refused. The board fears that other property owners might ask the same privilege if the precedent were set.

New Work Ordered.

The city engineer was instructed to prepare papers for paving with brick the first alley north of New York street, from West street to Columbia alley, and for cement sidewalks on Forest avenue, from Twentieth to Twenty-first street, and on the north side of Bedford avenue, from Central avenue to Nineteenth street.

He was also instructed to investigate petitions for graveling the roadway and cementing the sidewalks of Kenwood avenue, from Twentieth to Thirtieth street, and for graveling the first alley east of Pennsylvania street, from Fourteenth street to Seventeenth street.

Still Hangs Fire.

A meeting of the Council committee on contracts and franchises was called for last night to consider the ordinance granting a franchise to the Phoenix Telephone Company. Chairman Colter dismissed the members of the committee with the statement that he had not been able to receive the printed report of the Council proceedings containing the ordinance and without that no meeting could be held. Mr. Colter then attended the Tenth-ward primary, where he was chosen a delegate to the congressional convention.

Skimmed Milk Being Sold.

City Sanitarian Ferguson is examining milk sold by grocers and private vendors. Samples of milk analyzed show that about 50 per cent. of the milk being sold is skimmed. An effort will be made to stop this abuse.

JOE PATCHEN COMING.

Will Go Against Time to Lower His Former Record Made Here.

Secretary Graves, of the Indianapolis Driving Club, yesterday received a letter from Joseph Taylor, owner of Joe Patchen, saying that the horse would be here next week without fail. Mr. Taylor added that he was desirous of sending Joe Patchen a mile over the Indianapolis track to beat his record. His record is 2:03¾, made on the fair grounds track two years ago. He beat his own time during the same meeting, when he was second in the race won by Robert J., but he received no official record for that work. As it is, the record of 2:03¾ still stands, and it is to beat this and if possible to lower the track record here that the horse will make the effort of his life next week. Mr. Taylor says that his horse can beat his record here if he can do it anywhere. He is one of the many owners of harness horses who are of the opinion that the Indianapolis track is as good or better than the best.

For a week past the members of the Indianapolis Driving Club have been besieged by men who make a business of following races with gambling devices, such as "Old Hi" and various wheels of fortune. They are anxious to get permission to operate during the races here. To all the same answer has been given. The Driving Club is unwilling to consent to anything of the kind, and none of the many who have sought the privilege have secured it. At nearly all race courses these things go as a matter of course, but the Indianapolis Driving Club cannot see it that way. The privilege generally brings a handsome revenue to the projectors of the races—sometimes it is sufficient to pay several purses—but it is believed that the people will give the races in this city the support which they deserve, and that it will not be necessary for the club to depend upon other than the gate receipts and the usual privileges to make the meeting a financial success.

The races which just closed at Terre Haute under the auspices of the Vigo County Fair Association will furnish a small contingent of horses for the Indianapolis meeting. They will arrive in the city to-day, and be sent directly to the fair grounds, where quarters have been assigned them. There are some good horses among them which will be seen next week. The Grand Circuit meeting at Fort Wayne will contribute the greater number of horses. The meeting there closes to-day, and a special train will bring the horses to the city, arriving to-morrow morning. Persons who have been watching the Grand Circuit meetings cannot fail to have noticed the fine work which is being done on all the tracks. Horses which are entered here in classes to which they were eligible at the time the stake entries closed have clipped so many seconds off their records that they would now be barred from entering the same classes. However, they are entitled to start in all races in which they are entered, no matter how far above the class they may have become by their work since the entries closed, several weeks ago.

Horsemen say it is worth several seconds of time to a horse to know the track upon which he is to be driven. The tracks built of exactly the same material have a different feeling to the horses, and it is often the case that a horse may step from one track to a much better one and not do so well. This is because he has not accustomed himself to the track. It is, therefore, considered a fortunate thing that the races here do not open until Tuesday afternoon. By that time every one of the four or five hundred horses will have had ample time to get acquainted with the track on which he is expected to race. It will inspire the horses with confidence. They not only get accustomed to the quality of soil, but get familiar with he surroundings and feel more at home. This is worth a good deal, horsemen say.

New Suits Filed.

Louis Ochs and George Cohen vs. Joseph J. Moore et al.; complaint on account. Room 2.

Liddia J. Beard vs. Elward O. Beard, divorce. Room 3.

Indiana Bond Company vs. Mary Archer et al.; complaint to enforce street lien. Circuit Court.

AFFAIRS OF THE MONON

AUTHORITATIVE DENIAL OF EASTERN RECEIVERSHIP RUMORS.

The Lake Erie & Western Will Not Join the Joint Traffic Association —General Railway News.

Regarding rumors of impending receivership for the Louisville, New Albany & Chicago railroad, President Thomas, of that company, is of opinion that the depression in the company's securities is traceable entirely to alarm over the recent decision of Judge Taft removing the injunction against the Beattyville railroad bondholders, which allows them to again sue on the alleged guarantee of the Kentucky company's bonds by the Monon, although seventeen such actions have hitherto been decided in favor of the Monon. The effect on quotations of the securities, however, seems to General Thomas excessive and indiscriminate. He says the bonds of the New Albany company ought not to decrease in value even if the Beattyville litigants should succeed to the full extent of their hopes and that the stockholders would also find means to defend themselves, but legal defenses against the unjust claims have not been exhausted by the New Albany management. General Thomas says: "The lawyers of the Monon deem the defense of the company to be impregnable, but should the litigants attain final acknowledgement in their favor the claim would rank only as an unsecured debt, subsequent to all the existing mortgages, and it would be extinguished by an assertion of the rights of the mortgagees. Should it ever become necessary for the mortgagee to take action to extinguish the claim there seems no doubt that the road will be ultimately restored to the shareholders and that there is no danger of their stock being wiped out. The equity in the road is valuable and the best efforts of the management will be directed to maintain it in the present stockholders."

W. H. McDoel, vice president and general manager of the road, sent a telegram last evening stating that there is not the least ground for such a report. The company does not owe a dollar it is not able to pay. A local railroad man who is well informed concerning the affairs of this company says but few companies are in better shape than the Monon financially and physically; under the Thomas management improvements have been made which have placed it among the standard roads of the country; little money need be expended on roadbed or equipment of the lines for some years, and in depressed times this is a very important item. The road, he says, is being managed economically, meets all current expenses and is paying its fixed charges with the greatest promptness; not a dollar has been expended unwisely in the improvements made to the property. He felt sanguine that it will be among the last of Indiana roads to go into the hands of a receiver.

Fast Freight Lines.

Among the first announcements after the Joint Traffic Association was in operation was the statement that there would be a general cutting down of the fast freight lines and a saving of at least 50 per cent. in the operating of the freight departments of the trunk lines. Over a year has passed, and there are more fast freight lines in operation than when the Joint Traffic Association was formed. The older of the fast freight lines are appointing agents in new fields and the trunk lines and leading systems of railways are paying out more money to keep fast freight lines in operation than ever before. A few days ago a representative of the Journal was in New York city and in conversation with several prominent railway officials asked the cause of this reaction the last few months in favor of fast freight lines. Of the number approached on the subject was J. D. Layng, vice president and general manager of the West Shore road, and one of the best-informed railroad officials in the country. He answered the question by saying that for the last twenty-five years every few years some uneasy railway official would inaugurate a scheme to do away with some of the fast freight lines and cut them down to one line for each of the trunk lines until the matter had gone so far that it was thoroughly investigated, when it was plainly shown that to abolish the various fast freight lines and let each road, through its own men, secure business, would be more expensive to the roads and less satisfactory to the shippers than to have the present number of lines and the sharp competition which it engenders. He thought that the fast freight lines were in a stronger position than at any time in their history. Others conversed with expressed much the same views. The first fast freight line established was the Merchants' Despatch, in 1855, by the New York Central and its Western connections; the next was the Union Star line, by the Pennsylvania; then the Erie Despatch by the Erie, the Continental line by the Baltimore & Ohio, and there are now in operation forty-two distinct fast freight lines, twenty-eight doing business in Indianapolis. Just now the differential lines are doing the most business. Trade is dull and shipments light and merchants do not care so much for time as when business is good. The differential lines in this city are the Kanawha Despatch, over the Big Four; the Cumberland Gap Despatch, over the Louisville division of the Pennsylvania lines; the National Despatch, the Great Eastern, over the Cincinnati, Hamilton & Dayton; the Ontario, over the Bee-line division of the Big Four, and the Canadian Pacific, over the Lake Erie & Western. The differentials these lines get enable them to do considerable business. The twenty-eight lines which have representatives at Indianapolis are as follows: The White line, the Merchants' Despatch, the Central States Despatch, the West Shore, Canadian Pacific Despatch, Nickel-plate line, Erie Despatch, Traders' Despatch, Canadian Southern line, Continental line, Commercial Express, National Despatch, Great Eastern line, Reading Despatch, Lackawanna line, Kanawha Despatch, Interstate Despatch, Blue line, Hoosac Tunnel line, Ontario Despatch, Empire line, Red line, R., W. & O. line, Union line, Lehigh & Wabash Despatch, Lake Shore & Lehigh Valley route, Norfolk & Western Despatch, Cumberland Gap Despatch.

Big Four Fruit Train.

The new fruit train on the Michigan division of the Big Four, running between Benton Harbor and Louisville, is proving a great success. The train was put on Aug. 1, and has averaged since then fifteen cars of peaches nightly out of Benton Harbor. Most of these peaches are consigned to Indianapolis, Louisville and Cincinnati houses, but a large proportion is destined to points as far east as Pittsburg. The train, which is run on passenger train time, leaves Benton Harbor at 8 o'clock p. m. and delivers the fruit in Cincinnati and Louisville the following morning.

Personal, Local and General Notes.

The independent traffic lines continue to disturb the operations of the Joint Traffic Association.

J. S. Beale has assumed the duties of general passenger agent of the Columbus, Sandusky & Hocking.

The Pennsylvania Company will on Sunday run an excursion to Madison, Ind., at $1.50 for the round trip.

The Cincinnati, Hamilton & Dayton will on Sunday run an excursion to Cincinnati at $1 for the round trip.

Working time in the shops of the Chicago & Eastern Illinois has been reduced to eight hours, five days of the week.

Clay M. Runyan has been appointed statistician for the railroad commissioner of Ohio, vice Charles Moore, deceased.

An official circular announces the appointment of W. H. Cogswell as traveling passenger agent of the Toledo, St. Louis & Kansas City.

Abner White, who had been master carpenter of the Susquehanna division of the Erie thirty-four years, died at Elmira, N. Y., on Thursday.

James Gaston, late master car builder of the Ohio Southern, has succeeded Master Car Builder Looney on the Louisville, Evansville & St. Louis.

Division Superintendent Higgins, of the Big Four, with headquarters at Cleveland, was in the city yesterday for a conference with General Superintendent Van Winkle.

James Donahue has been appointed vice president and general manager of the Missouri Central. He comes from the Kansas City, Pittsburg & Gulf, of which he was general freight and passenger agent.

Pitcher Cornelius Flynn was given judgment at Cincinnati yesterday for $300 back salary against the New York baseball club.

The Santa Fe line earned net in the year ending June 30, 1896, $6,976,685, which was an increase of 12 per cent. over the previous year, brought about largely by reduction in operating expenses by President Ripley.

The Lake Erie & Western earned in the first week of August $62,052, a decrease as compared with the corresponding week of last year of $8,192. Since Jan. 1 the road has earned $2,036,801, an increase this year of $10,035.

Oscar Murray, receiver of the Baltimore & Ohio, has contracted for the erection of a tobacco storage warehouse in Baltimore, to have a capacity of 25,000 hogsheads of tobacco, the building having 360,000 square feet of floor space and to cost $200,000.

An official of the Big Four cites a singular coincidence. On Aug. 28, 1895, ten tramps were killed in a wreck on the Big Four, and on the same date this year ten tramps were killed in a much similar accident, which occurred to a freight train.

J. H. O'Neil, traveling passenger agent of the Oregon Railway and Navigation Company, is in the city on a business trip. This is his first official visit to Indianapolis, and he is somewhat surprised at the importance of the city as a railroad point.

The question of abolishing clerical rates was discussed to some extent at the meeting, this week, of passenger officials in Lakewood. No action was taken, but it is evident the time is not far distant when clergymen who travel will be obliged to pay regular rates.

The latest report is that the Sir Henry Tyler English syndicate will secure control of the Grand Trunk at the October election, the idea of removing Charles M. Hays, general manager, to repay him for dismissing Sir Henry's friends. It is likely that Mr. Hays is protected by a long contract.

George Lowell, general superintendent of the Louisville, New Albany & Chicago, says the 7 a. m. passenger train from Indianapolis for Chicago has not as yet been as good a paying train as the management had hoped. Few trains now pay what they ought, but he thinks that it has been put on to stay.

Frank Palmer, assistant general passenger agent of the Wabash, has been granted a month's leave of absence and will put in his time on a farm near Rochester, N. Y., where he has been investing all his earnings for several years. He has invited the Milk Train Club, of Chicago, to visit him while at his farm home.

J. H. Haas, who for three years past has been chief clerk for Benjamin McKeen, superintendent of the Peoria division of the Vandalia, has been appointed trainmaster of the Ohio Southern, of which L. H. Burgoon is general superintendent. Mr. B. was at one time superintendent of the Peoria division of the Vandalia.

The Erie Railway Company, in connection with the Cincinnati, Hamilton & Dayton, announces an excursion to Niagara Falls from points on the line of the Cincinnati, Hamilton & Dayton, making the rate the Journalistic Association authorizes, which is $4.75 higher than the rate made by the Lake Erie & Western line from Indianapolis.

An official of one of the roads terminating at Atlanta says the mail carried by railways centering at that point amounts to fully 1,200 pieces daily, each piece weighs from an ounce to two pounds, and if postage were paid on this mail matter it would increase the revenue of the Postoffice Department at that one railroad center $75,000 a year.

General Manager Sands, of the Norfolk & Western, announces that the position of general spuerintendent, made vacant by the death of A. C. Hippy, has been abolished. R. P. C. Sanderson, superintendent of motive power of the road, has resigned, and that position has been abolished. The position of engineer of maintenance of way has also been abolished. The latter was held by J. B. Fuller.

It is stated that the Brice people have left the whole matter of the Lake Erie & Western becoming a member of the Joint Traffic Association to George Bradbury, vice president and general manager of the Brice lines. If this be true the labor of the Joint Traffic Association committee in that direction will be in vain, as Mr. Bradbury is not a believer in associations and will not share in the expense of their maintenance, although in many cases the Lake Erie & Western is governed by the action of the Joint Traffic Association.

The Great Western has canceled its notice that it will, on Aug. 30, sell tickets from Kansas City to the G. A. R. encampment at St. Paul. This action is taken because of the declaration of the Rock Island that it has no intention of selling the tickets at Kansas City upon other than the agreed dates. The roads have agreed to change the selling dates of tickets in the territory within 250 miles of St. Paul from Aug. 31, Sept. 1 and 2 to Sept. 1, 2 and 3. The proposition to make Aug. 30 the selling date for all points on the lower Missouri has been negatived.

Contrary to the general expectation of the Western roads, no meeting was called at Chicago yesterday to take action regarding the cut rates between Chicago and St. Paul announced by the Lake Michigan Car Ferry Company. It was expected that a meeting would be held, but no steps in this direction were taken. The roads prefer to wait the action of the Chicago Great Western in the matter, and unless it stirs up a fight on the rates made by the ferry company, it is not likely that much more will be heard of the matter. The ferry company should reduce the rates again.

Chairman Caldwell, of the Western Passenger Association, has handed down a ruling to the effect that local associations have no authority to remit a fine imposed on any member of the association for any violation of the agreement. If any line which has been fined feels that it has suffered an injustice, its sole remedy is an appeal, and with this a local association which is a subordinate member of the general association has nothing to do. The chairman has also decided that under the general agreement the roads have the right to make the same rates for bicycle meets that they make for country fairs and similar exhibitions.

A. A. Zion, superintendent of the Union Railway Company, says the history of the Indianapolis lines will not show an equally good record of trains arriving on time in any year as thus far in 1896. Local trains are usually on time, having no connections to wait for, but the improvement has been most noticeable with the through trains, and the exhibit is the more favorable when it is considered that trains from the East or West are reported to be turned over to the Indianapolis line often one to two hours late, but when the Indianapolis line gets hold of such train it almost invariably reaches this city on time, demonstrating that the track and power of Indianapolis lines is at the highest standard.

C. E. Schaff, general manager; George Kittredge, chief engineer, and William Garstang, superintendent of motive power of the Big Four, who have been in St. Louis three days, returned yesterday afternoon. They inspected the new buildings which are being erected to take the place of those destroyed by the cyclone. These consist of one freight depot 514 feet in length by fifty feet in width, another depot 600 feet in length by thirty feet in width, and a roundhouse. The larger of the freight depots will be occupied to-day, and the other depot and the roundhouse are well advanced. The new depot will be much more commodious and convenient than those blown down.

Some of the members of the Pennsylvania Voluntary Relief Association are agitating the question of a revision of its by-laws, which as now framed are hardly just to the membership. When a new man is employed the first thing suggested to him is that he become a member of this organization, pay his dues, and in case of accident or sickness he receives its benefits. This employe, a few months after, may be dismissed from the company's service owing to business becoming dull. The ground taken is that in such a case as this the member either be allowed to continue his membership by paying the dues required or have a portion of the money paid in dues paid back to him. That in such cases there is an injustice one of the officials admits is quite apparent, and the question is yet unsolved how this injustice to the discharged man can be overcome.

Superintendents Reynolds and Houghton, of the Big Four, are revising the schedule of passenger trains between Cincinnati and Chicago. The running time between those points of two of the through trains is to be cut down one hour, and the time of these two trains between the points will be eight hours. The time of Train 18, which now leaves Chicago at 12 o'clock noon and arrives at Indianapolis at 6:10 p. m., will be cut down an hour, the train leaving Chicago at 1 p. m. instead of 12 o'clock noon. It is expected that the changes will take effect the first Sunday in September. For some years the three lines between Indianapolis