LEGAL ADVERTISEMENTS.

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 Dahla 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.

BRICK PAVEMENT.

Alexandria, Ind., Aug. 11, 1896.

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.

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.

CHURCH NOTICES.

Baptist.

FIRST BAPTIST CHURCH—Northeast corner New York and Pennsylvania streets. The Rev. D. J. Ellison, pastor. Rev. Charles H. Little, D. D., of Connersville, will preach at 10:45 a. m. to the united congregations of the First Presbyterian and the First Baptist Churches. No evening service. Sunday school, 9:30 a. m. B. Y. P. U., 6:45 p. m. Prayer and conference meeting Thursday evening. A cordial invitation to all.

Christian.

CENTRAL CHRISTIAN CHURCH—Corner Delaware and Walnut streets. Rev. J. E. Pounds, pastor. Sunday school, 9:30 a. m. Preaching at 10:45, by Dr. Charles A. Young, of Chicago, Ill. Subject, "The Son of Man." C. E. Society at 6:45. Leader, Mr. F. F. Shultz. Seats free. You are invited.

Methodist.

CENTRAL-AVENUE METHODIST EPISCOPAL CHURCH—Corner of Central avenue and Butler street. Rev. Henry A. Buchtel, D. D., pastor. Sermon at 10:30 a. m., by Rev. Robb Dunaway, pastor of First Church, West Indianapolis. 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.

ROBERTS PARK M. E. CHURCH—Corner Delaware and Vermont streets. Rev. T. G. 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. T. G. Cox, pastor of the M. E. Church of Irvington, Ind. Epworth League at 6:45 p. m. Prayer meetings Thursday evening at 7:45.

MERIDIAN-STREET M. E. CHURCH—Southwest corner of Meridian and New York streets. Preaching at 10:45 a. m. by Rev. John G. Chafee, D. D. Sunday school and class meeting at 9:30 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.

Presbyterian.

FIRST PRESBYTERIAN CHURCH—Southwest corner Pennsylvania and New York streets. Rev. M. L. Haines, D. D., pastor. The congregation of the First Baptist and First Presbyterian churches will unite in union services at First Baptist Church to-morrow at 10:45 a. m. No evening service. Sunday school meets at 9:30 a. m. Society Christian Endeavor at 6:45 p. m. Midweek prayer and conference meeting on Thursday evening at 7:45 o'clock. All are cordially invited.

TABERNACLE CHURCH—Corner Meridian and Second streets. Preaching at 10:45 a. m. by the Rev. Henry W. Judson, D. D., of South Bend, Ind. Sunday school, 9:30 a. m. Y. P. S. C. E., 6:30 p. m. Preaching by the Rev. W. B. Dunham in West Washington-street Chapel at 10:30 a. m., and in Mount Jackson Chapel, 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 for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third floor Lemcke Building, Indianapolis.

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.

WANTED—Young men to learn barber trade. Here is a chance to become a skillful tradesman in only two months. We furnish constant practice, and every necessary requirement to make a first-class barber, and donate each student a complete outfit of highest-grade tools. Can also earn wages by Saturday work in shops while learning. Write for illustrated catalogue, explaining all. MOLER'S BARBER SCHOOL, 283 South Clark street, Chicago.

WANTED—FEMALE HELP.

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

WANTED—AGENTS.

AGENTS WANTED—Big money in latest campaign and comic buttons; 500 kinds; bottom prices; box samples for dime. CAMPAIGN SUPPLY CO., 94 Arch street, Boston, Mass.

WANTED—MISCELLANEOUS.

WANTED—Pupils. Private lessons given in English and French. Address, R. M., care Journal.

WANTED—Furnished room in private family; board preferred; references exchanged. Address M. P. SHUMATE, 566 North Pennsylvania street.

OWNER WANTED—July 13 a brown horse, small white spot on back, the result of an injury, draft-bred, weight 1,000 pounds, unshod, was left at our livery barn by a stranger. Horse was hitched to a light cart painted green, cart painted black; good set of harness, nickel mounted. Owner can have property by proving ownership and paying charges. WALKER & EAKES, Fortville, Ind.

AUCTION SALE.

AUCTION—SALE OF CARRIAGES, BUGGIES, PHAETONS, ETC. We will continue the sale of traps, road wagons, surreys, rockaways, buggies, carriages, phaetons, etc., at Nos. 18 and 20 North Meridian street, on this (Saturday) morning, at 10 o'clock. We sold one carload yesterday, but will receive another load for this morning's sale. Terms: A credit of ten months will be given purchasers executing note with approved security. Five per cent. discount will be allowed on all cash purchases. R. SILVERS, Manager. MCCURDY & PERRY, Auctioneers.

CLAIRVOYANT.

CLAIRVOYANT—Those that heretofore were in doubt, doubt no longer, after consulting with Mrs. T. Griswold. She reads your life from the cradle to the grave, gifted by nature with marvelous mediumistic powers. This lady can be consulted on all business of life. She gives advice on speculation, investments, love, courtship, marriage and divorce, locates mines and buried treasures, and tells of your friends and enemies, removes evil influences with her wonderful power. Office hours from 10 a. m. to 9 p. m. No. 296 East South street.

MUSICAL.

MUSICAL—The Italian method of singing, if correctly taught, gives volume, sweetness and correct pronunciation. Good voices should be trained regardless of age. Albani commenced at four; Patti, six; Tomagno, thirty-four; Mme. Le Cordi, forty-one. Small voices of sweet quality can be taught to sing beautifully, as method makes the singer. Voices tested free. MISS SHEDD, When Block.

FOR RENT.

FOR RENT—Second and third floors, 32x195 feet each, of building Nos. 9 and 11 West Washington street. C. F. SAYLES, 77½ East Market.

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.

STORAGE.

STORAGE—In Indianapolis Warehouse Co., 265-273 South Pennsylvania street, on Pennsylvania tracks. Phone 1342.

FOR SALE.

FOR SALE—Elegant residence; north; everything in superfine order; new; very modern; great bargain. Address, H. J.

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. 400—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.—Geo. C. Ruch.
Columbia and Hill aves., R. C. Hampton.
Delaware and McCarty—H. A. Pfaffin.
Dillon and Fletcher Ave.—Hugo H. Lehrritter.
East and McCarty Sts.—E. C. Reick.
Ft. Wayne Ave., No. 196—Thos. R. Thornburg.
Hillside Ave., No. 19.—H. W. Carter.
Illinois and 1st Sts.—S. Muhl.
Illinois and 12th 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. 291—Jno. D. Gauld.
Madison Ave., No. 427—Jos. M. Dwyer.
Mass. and Cornell Aves.—C. E. Barmm.
Mass. Ave., No. 201—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. 1059 East—Van Arsdale Bros.
New York and Noble Sts.—E. H. Enners.
New York, No. 376 West—F. E. Wolcott.
Pine, No. 201 South—A. L. Walker.
Senate Ave. and 3d St.—A. M. Eyster.
Senate Ave., No. 1053 North—E. E. Steward.
Shelby St., No. 182—C. A. Eitel.
Talbott Ave., No. 256—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. Elchrodt.
Yandes and 9th Sts.—Dixon.

DIED.

BULLOCK—Ellen, wife of Harry J. Bullock, at her home, 18 Dougherty street, Friday, 5:30 p. m. Funeral Sunday afternoon, 2 o'clock. Friends invited.

FUNERAL NOTICES.

TUCKER—The funeral of R. S. Tucker will take place Saturday morning at 10 o'clock, at the late residence, 64 English avenue, instead of Friday morning, as previously announced.

G. A. R.—Attention, George H. Thomas Post, No. 17, G. A. R. Comrades will please attend the funeral of Comrade Richard S. Tucker, on Saturday morning, Aug. 22, 1896, at 10 o'clock, at residence, No. 64 English avenue. By command,

H. C. ADAMS, Commander.

J. R. CLINTON, Adjutant.

FUNERAL DIRECTORS.

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

STOLEN.

STOLEN—Conde bicycle, 1895, No. 15608. Common iron seat post, wood rim. Reward. No questions asked. Stolen at Irvington. Room 201, Lemcke Building.

BUSINESS CHANCE.

BUSINESS CHANCE—A business without capital. Ten valuable receipts for 50 cents; make cider without apples, preserve eggs, cough medicine, corn cure, furniture polish, liniment, prevent fermentation, cure burns, etc. Reference, Eureka Chemical Co., Nashville. J. S. BAIRD, Murfreesboro, Tenn.

NOTICE.

To all Whom It May Concern:

Notice is hereby given that I will not be responsible for any debts contracted in my name by my wife, Nettie Lawrence, and I notify all parties dealing with her not to charge me with any of her contracts.

J. A. LAWRENCE.

A "PRODIGAL" FATHER

RETURNS AFTER TWENTY YEARS AND BRINGS THE FATTED CALF.

Andrew Lee Disappeared in 1876, Was Converted by the Salvation Army and Now Returns.

It was a happy reunion that occurred yesterday at the Union Station and it was as romantic as it was happy. After being separated for nearly twenty-one years, Mrs. Katie Davis, of 33 Camp street, met her father yesterday afternoon. In 1876, Andrew Lee, then a well-known man of this city, disappeared, and for over twenty years all trace of him was lost and his friends mourned for him as one who was dead. He had been a dissipated man and, becoming tired of old associations and caring nothing for his family and friends, left without a word of explanation to any one.

From this city he went to Iowa, then to Kansas, then to Texas, and in the course of the next fifteen years he covered almost the entire United States in his protracted travels. He went from bad to worse, and every evening was spent in some barroom with companions of his own type. After fifteen years of wandering he one day found himself in Los Angeles, where he settled down and since that time has made that city his home, working part of the time in a shop of that city and part of the time prospecting in the mountains of California, at which he was very successful.

One night soon after he arrived at Los Angeles Mr. Lee started out to make his usual rounds at the saloons, but instead of going directly to the saloon, he was in some way attracted to a meeting of the Salvation Army, but he determined not to stay long, so that he could stop at the liquor house on his way home. But he stayed until the meeting was over, and from that day to this he has not touched a drop of whisky or any other kind of intoxicating drink. On his way home he was too much taken up with thoughts of the meeting he had attended to stop at a saloon. He returned to the Salvation Army meetings and was converted, and is now a follower of God.

It was then that thoughts of his deserted family and friends came to him, but it was too late he did not know where to find them, not even knowing whether they were dead or alive. He went to work and soon had almost forgotten his past ill-spent life until one morning, when reading the morning paper of Los Angeles, he noticed a dispatch dated at Indianapolis which stated that two young men of this city or vicinity had fought a fatal duel over a woman. The paper stated the name of one of the combatants as John Lee. This was the name of one of his sons whom he had left in this city, and he was frightened. Hardly knowing what to do, he wrote to another son in this city, not expecting the letter to reach him, but he was happily surprised when in about ten days he received a letter from the son, stating that it was no relative that had been concerned in the trouble and that John Lee was located in Kansas City. This was last March that these communications passed between him and his son, and since that time he has been making preparations for the visit which commenced yesterday.

Mrs. Davis, after arriving at the Union Station to meet her father yesterday afternoon, was confronted with an unlooked-for difficulty. Would she know the father who had left her when she was a small child? The train that he was to come on pulled into the station and the passengers began to leave it, but she recognized none of them. She saw an old man, however, with several packages, and as he was the only man old enough to be her father, she approached him and asked him his name. The father did not recognize his child, but as soon as she was sure of his identity she made herself known, and the scene that followed is one that is rarely witnessed. The father and daughter drove to the home of Mrs. Davis and a general reunion will soon follow.

Mr. Lee is delighted with California and will return there as soon as his visit here is over. He brought with him many specimens of gold ore and other California products to show to his children.

Pensions for Veterans.

Certificates have been issued to the following named Indianians:

Original—William R. Houghland, Newburg; Martin Saunders, Evansville; Aaron Hoffman, Pony; Benjamin F. Greek, Indianapolis.

Restoration and Increase—Peter Jordan (deceased), Indianapolis.

Renewal and Increase—Walter S. Leland, Madison.

Increase—David E. Beem, Spencer; Isaac N. Spangler, Cataract; Andrew Jackson, Greentown; Hugh P. Jones, Kokomo; Alroy Tague, New Albany; John Love, Florence.

Reissue—William Mendham, Elkhart.

Original Widows, etc.—Minor of Samuel Van Tassel, Idaville; minor of Henry Embrey, Jeffersonville; Louise Jordan, Indianapolis; Sarah Greatbatch, Sharptown.

TWO TRUNK LINES REBEL

ERIE AND BALTIMORE & OHIO OPPOSE RULINGS OF THE MANAGERS.

Passenger Rates Demoralized—Faster Freight Service to Be Inaugurated on the Pennsylvania.

The Erie, as it threatened, has served notice that it will not recognize the ruling of the board of managers of the Joint Traffic Association in regard to minimum weight of cars, and with it is associated the notice of the New York, New Haven & Hartford in the matter. Since the Erie took such action the Baltimore & Ohio has taken a similar position. The board made this ruling some days ago, but its full tenor was not at the time realized, and it is now creating quite a stir among the general freight agents of those roads which have of late largely increased the number of their sixty thousand-pound capacity cars. The Erie and the Baltimore & Ohio, not having as large freight cars as some of the other roads, and being thus unable to take as big carload lots, were allowing shippers the use of two cars and charging as for one large car. Other roads took exception to this method of doing business, and a stormy session of the Chicago freight committee was the result. It was reported the Baltimore & Ohio at the meeting agreed to abandon the practice. Since then the board of managers has sanctioned the use of two small cars. Roads with new equipment naturally object to the ruling, for the use of two cars opens the way to methods which might be considered a trifle irregular, to say the least. The outcome of the Erie's refusal to observe the ruling of the powerful board of managers is awaited with considerable interest.

Faster Freight Service.

Within the last few months the Big Four, the Erie, the Chesapeake & Ohio and the Baltimore & Ohio have been carrying the higher class of freights on a very fast schedule, and as a result have been getting the cream of the west-bound business. The Pennsylvania has now taken up the matter, and proposes to set their competitors a still faster pace. Mention was made some weeks ago of the Pennsylvania putting on what was styled a fast dairy-product train from Columbus to the seaboard, at Columbus, taking all the perishable freights and dairy products loaded on its Southwestern and Northwestern systems and there consolidating them into one train, running it in as many sections as required, and it has been a decided success. Now it is proposed to put on a still faster freight service west bound. This week a new fast-freight service, which is known in railroad circles as "P. G. 3," was adopted on the main line of the Pennsylvania railroad and a big freight engine of a new class, with sixty-eight-inch driving wheels, was improvised in the station to head the train. On the first trip the train made a phenomenal record, having left Harrisburg at 5:30 and arrived at Tyrone at 9:20, a distance of 117 miles. This was equivalent to an average speed of 29½ miles an hour, which is equal to the time made by most passenger trains. The new Class L engines designed for freight service are built after the style of the Class L passenger engines, and are fast and powerful machines. They can be used either in the freight or passenger service, and in this respect are a more serviceable machine than the standard Class R engines, which have small driving wheels and cannot make fast time.

Passenger Affairs Demoralized.

In the Journal yesterday it was shown that except in Joint Traffic Association territory, freight rates were in a demoralized condition, and inquiry shows that in passenger affairs the case is the same, if not worse. Besides the internal strifes going on in the individual associations, they are all at odds with each other, being so jealous of one another that it is impossible to get concerted action which would save the revenue to the roads. A review of the past six months will make it evident that this statement is not exaggerated. The associations as created are not amenable to law, and, while the statute books are filled with laws for the government of the railroads, the associations that direct the making of rates are ignored as though they did not exist. Among many high and experienced officials the opinion seems to be gaining ground that if a law were passed making such associations illegal, it would be the best thing that could happen to the railways. It is improbable that one railroad stockholder in a thousand knows exactly what a traffic association is. The majority are of the opinion that it is a name given to some joint gathering of managers, general freight or passenger agents, who get together occasionally and settle their differences. They do not know that each association maintains a great suite of offices, employs an expensive chairman, commissioner, board of managers and an army of clerks, all costing several millions of dollars each year. Still they wonder why dividends are not forthcoming.

Black Month for Many Roads.

The month of August will be a black one in the records of many of the Western roads. There has hardly ever been a time when the roads had so little to do, both in the passenger and freight departments, as at present. The recent reductions in the grain rates between the Missouri river and Chicago have about destroyed all the profit there was in the freight traffic and the passenger business amounts to practically nothing. In many instances the late trains have been run without even enough passengers to pay for the consumption of coal in the engine. The worst of the situation is that it looks blacker in the future than at present. Freight rates especially seem bound to suffer further demoralization before they are in better condition. Some of the traffic officials of the roads are growing reckless as to consequences and say that they are bound to have their share of the tonnage, no matter at what figures. Rates are apparently of small consequence to many of them, and all they need is the sight of some small amount of business to start them cutting the tariffs with a vengeance.

Personal, Local and General Notes.

Robert McSmith has been appointed to represent the Grand Trunk lines at Cincinnati, vice D. S. Wagstaff.

H. P. Hathaway, general traveling freight agent of the Chesapeake & Ohio, is in the city on official business.

Work on the additional buildings required in enlarging the main shops of the Vandalia at Terre Haute has been commenced.

The Lake Erie & Western has dropped several train crews temporarily, purposing to re-employ them whenever business revives.

L. A. Shipman, traveling passenger agent of the Southern railway, has been appointed general agent for Florida, succeeding W. D. Allen.

A. G. Dunham, formerly general manager of the Ohio Southern, has been appointed special master in the Baltimore & Ohio receivership.

The Brotherhood of Locomotive Engineers have planned for a big meeting at Cedar Point, Sept. 29. The chief officers of the organization will be present.

It is claimed that the new Big Four shops at Wabash, on the Michigan division, according to their capacity, are the most convenient and best equipped in the country.

H. H. Brown has been appointed agent of the Cincinnati & Toledo fast freight line at Cincinnati, succeeding C. H. Schurman, who recently entered the employ of the Union line.

The Vandalia yesterday received two more of the new engines the Pittsburg locomotive works are building for this company, making five received on the contract for twenty-two engines.

Superintendent Burgoon, of the Ohio Southern, will to-morrow put in effect a new time card and the runs of trains, instead of being divided at Springfield, O., will be through to Lima, O.

William S. Smith, who died at Richester a day or two ago, had been in the service of the New York Central for forty years. For a long time he was general agent of the company at Rochester, N. Y.

The Illinois Central is spending $2,000,000 in making improvements at New Orleans. The elevator building will cost nearly a million dollars. New sidings are being put in and heavy expense incurred in all directions.

It is stated that the business of the Big Four between Cincinnati and Detroit, via Kenton and the Toledo & Ohio Central, is highly satisfactory and steadily increasing and that the service will be further improved.

Oscar Murray, receiver and vice president of the Baltimore & Ohio, is quoted as saying that as soon as the company got its head above water the dilapidated stations along the line would receive attention.

Freight business the last few days has improved considerably on the Big Four system. On Thursday the official record shows that 4,681 loaded cars were handled. Five thousand is a good day's average movement.

William Green, general manager of the Baltimore & Ohio, has issued an order to occupy the company's new terminal and shops at Cumberland, Md., Sept. 1. These shops, which cost $300,000, have been in process of building for several years.

C. J. Fellows, general manager of the Burton Stock Car Company, is in the city. He states that this company has done 25 per cent. better business thus far this year than in 1895, owing to heavy shipments of live stock eastward the last few months.

George B. Roberts, president of the Pennsylvania road, is just as aggressive as he is conservative. He once said to a subordinate officer, "When we cease to make progress in improving our service and our railroads, then will we begin to retrograde."

The Lackawanna will, on Sept. 1, advance freight rates on anthracite coal twenty-five cents per ton, west-bound, to and including Buffalo, and east-bound fifteen cents per ton. The other anthracite companies will make similar advances on Sept. 1.

The report is revived that on some of the through trunk lines speed tests are to be inaugurated. A superintendent of motive power expresses the opinion that the spring of the year is a much more favorable time to make speed tests than as the winter is approaching.

Warren Peachy, formerly a roadmaster on the Evansville & Terre Haute, has been appointed roadmaster of the Evansville & Indianapolis, with headquarters at Worthington, Ind. Mr. Peachy succeeds T. S. McKinley, who was killed near Washington, Ind., a few days ago.

W. C. Rinearson, general passenger agent of the Queen & Crescent, accompanied by his wife, is resting a few days at Niagara Falls. Mr. Rinearson and wife have the sincere sympathy of their friends who have learned of the grievous affliction they have recently passed through.

H. M. Littell, who has been elected vice president and director of the Metropolitan street-railway of New York, in the early eighties was in the freight department of the Louisville & Nashville and later held the position of general freight agent of the Chicago, St. Paul & Kansas City.

The Baltimore & Ohio officials have under consideration the further improving of its hospital service by adding a hospital car, each division of the road to be equipped with one. The Plant system in Florida has several cars of this description and they have been a decided success.

The Vandalia has just put in service another of its model parlor cars, designed by W. R. McKeen, jr. He has taken several of the best coaches and so remodeled them that their construction and conveniences have excited favorable comment, not only with the traveling public, but with expert mechanics.

Col. Frank N. Barksdale, at the head of the advertising department of the Pennsylvania road, has been making a trip through the Adirondack mountains, taking photographs and making surveys of the attractions, and will introduce the feature in his next book showing the attractions of the Pennsylvania lines.

The Pennsylvania has had a guardian appointed for the purpose of disposing of Mrs. Elizabeth Strickler's property in Mt. Joy to the railroad company. Mrs. Strickler is in her ninety-first year and unsound mentally and physically, and the heirs have agreed to the amount of money which the company shall pay for the property, which it needs to straighten its right of way.

So much of a success has the Chicago, Milwaukee & St. Paul made of operating its own sleeping cars, as well as its dining cars, that a number of the more important lines are agitating taking similar action. The sleeping cars of the Chicago, Milwaukee & St. Paul are equal to those of the Wagner or the Pullman companies. Some of their cars now run through to the Pacific coast by way of the Northern Pacific.

A sound-money McKinley club has been formed at Mattoon, Ill., with three hundred members, chiefly made up of the men employed in the Big Four shops at that point and the trainmen who make Mattoon their headquarters. Last evening the men employed in the shops of the Vandalia at Terre Haute and the train crews who make that city their headquarters met and formed a sound-money McKinley club.

The Pennsylvania Company has in the last two years expended a large sum of money in placing the Cincinnati & Muskingum Valley in good physical condition, laying new steel, erecting new steel bridges and trestles and bringing the road up to standard in other respects. The company gets heavy shipments of live stock and grain from this division, it passing through the richest agricultural region of Ohio.

The Pittsburg, Akron & Western is now being operated by the Lake Erie & Western under title, as organized, of the Northern Ohio. It is officially stated that the Lake Erie & Western has made great progress with the work of improvement it planned when it took over the Northern Ohio. Stone ballast has been put down nearly all over the road, so that the roadway may be now described as permanent. Many new stations have also been built.

George T. Jarvis, as receiver and general manager of the Louisville, Evansville & St. Louis, is making a creditable record, and Judge Woods is inclined to be boastful of his appointment, so much has Mr. Jarvis accomplished in developing the property. The company has always lacked proper facilities at East St. Louis for handling its business, and receiver Jarvis has purchased ground which will enable the company to extend its yards and erect suitable buildings thereon.

It is reported that the Northern Pacific is about to enter upon the work of reducing many of its grades with the view of decreasing the cost of the operation of the road. By lessening the grades it will be possible for the road to haul trainloads very much larger than at present. It is said that the Great Northern hauls trains 50 per cent. larger than those on the Northern Pacific and the latter proposes to so improve its property that it will be on a level with its competitor.

Dennison, O., is alarmed over a rumor that the Pennsylvania Company was to take its shops away from that point and appointed a committee to investigate the rumor. Mr. Loree, general manager, assured them that the company was interested in the prosperity of Dennison and would not remove the shops. He said the company would probably run the engines which haul its express trains through between Columbus and Pittsburg. Mr. Loree told them that Dennison was the natural division point and would be continued, with the exception noted.

The address before the American Association of General Passenger and Ticket Agents, at the semi-annual convention at Atlantic City, Sept. 15, will be delivered by E. A. Ford, general passenger agent of the Pennsylvania lines west and of the Vandalia lines. Mr. Ford ranks among the most interesting talkers in the fraternity of passenger men and his address is looked forward to with more than ordinary interest. Another general passenger agent, in speaking of Mr. Ford, said he was not a boy orator, but a wheel horse among general passenger agents, and in their ranks there was not a more interesting speaker, his talent, ability and familiarity with passenger business in its every detail enabling him to make suggestions which receive much attention and which are generally adopted.

SERVANT GIRL ARRESTED.

She Had Many Dresses Belonging to Her Employer.

Cora Seigfried, a domestic employed by W. H. Tucker at 122 Fletcher avenue, was arrested yesterday afternoon by patrolman Folzenlogel at the instigation of Mrs. Tucker. For some time Mrs. Tucker has been missing little articles from the house, but has not suspected the girl of taking them until yesterday. Since the death of a brother of Mr. Tucker on English avenue several days ago there has been no one at home at W. H. Tucker's, all being at the home of the deceased brother. Yesterday Mrs. Tucker returned to her home on an errand and learned in some way that the Seigfried girl was the person who had been removing articles from her house. She notified Folzenlogel and the two together began investigation. The girl was wearing a skirt which had been the property of Mrs. Tucker, but which had been cut down and made over. Between the mattresses of the bed in the girl's room was found underclothing, gloves, dress trimmings and other articles that may be found in a lady's wardrobe. These things were taken by the patrolman, there being altogether six dress skirts and a shawl, besides smaller articles. A relative from Chicago, who came to this city to attend the funeral of Mr. Tucker, has lost a fine cape, but the police were unable to find this among the girl's belongings. It is believed that she has a trunk somewhere in the city where she has hidden the cape, and it is also believed that she has an accomplice in the shape of a lover, whom the police would like to find.

Women who are weak and nervous, who have no appetite and cannot sleep, find strength and vigor in Hood's Sarsaparilla.

SUNDAY-SCHOOL LESSON

ELUCIDATION AND REVIEW OF INTERNATIONAL TOPIC, AUG. 23.

Absalom's Rebellion, as Related in Second Samuel xv, 1-12—A Case of Ambition Without Principle.

By Rev. JAMES E. GILBERT,
Secretary of American Society of Religious Education.

CONTEXT.—Out last historic lesson, Aug. 9, closed the tenth chapter. The four intervening chapters treat David's sin with Bathsheba, the murder of Uriah, the preaching of Nathan, the repentance of David, the death of his child, the birth of Solomon, the subjugation of the Ammonites, the sin and murder of Ammon, the flight of Absalom to Geshur, his mother's home, his return to Jerusalem through the intercession of Joab and his reconciliation with David. The evils of the polygamous system were beginning to appear in the household of David, who, as previously mentioned, had followed the custom of the Eastern kings in violation of the law of nature and of God. (Gen. ii, 18.) From this time forward he reaped a just retribution in the rivalries and jealousies of numerous wives and their sons. (Gal. vi, 7.) It was apparent that in a few years the throne would be vacant. Many aspirants, forgetful of all propriety, were plotting for the succession, and Jerusalem was filled with factions whose movements caused the King much unrest.

PREPARATION.—The first son of David was dead (II Sam. xiii, 28, 29), and Chileab also, inasmuch as he was never mentioned, the second son, had probably deceased. This made Absalom, the third son, heir to the throne. His mother was Maacah, the daughter of Talmai, King of Geshur, a Syrian district lying on the northeast of the Holy Land. (II Sam. iii, 3.) While a fugitive at his father-in-law's court (II Sam. xiii, 38), he may have conceived the purpose which afterward dominated him, or he may have feared that unless early and decisive measures were adopted Bathsheba's son might supplant him. He therefore prepared, while his father was living, to gain regal powers. As soon as David had been reconciled (Ch. xiv, 33) he set promptly to work. His first act was to secure chariots and horses, contrary to the law (Deut. xvii, 16), but no one would know that he had any purpose contrary to his father's will. Next he engaged fifty men to run before him as an advance guard. This invested him with dignity, constituting him a military officer entitled to respect.

JUDGMENT.—Having thus a place in the government Absalom sought opportunity for the exercise of authority. Had there been war he might have distinguished himself in battle. But as it was a time of peace he was compelled to enter into the ordinary affairs of life. The administration of justice was loosely conducted. David had given attention to the foreign wars and neglected domestic interests. As a result many came with complaints and found no one to hear them. And so Absalom "stood beside the way of the gate" where all manner of differences were adjusted (Ex. xviii, 16), the courtroom of those times and gave attentive and sympathetic ear to all who came. It was a valuable service which he rendered, appreciated by the people with whom he came in contact, because he was the King's son. It was a service that might have been rendered with pure, unselfish motive, deserving the thanks of his father. But below every other consideration was the sinister desire for the throne.

INTRIGUE.—Absalom did not stand in the gate to judge men. He had no right to do that. The King had not deputed him to such business. He was there to win the dissatisfied, those who came for justice and found it not. His method was adroit. Verses 3 and 4.) He took sides with the complaint. After hearing he pronounced the cause just. (Psalm xii, 2.) That was well calculated to gain friendships. Next he declared that there was no one authorized to sit on the case, the same as to say that the department of justice was a total failure, probably not far from the truth. That assertion was designed to awaken criticism upon David. Then came the third point, for which the other two prepared the way, an earnest desire that he might be made judge (Prov. xxv, 5, 7), and a promise that he would do the honorable thing by each complainant. By these secret artifices, feigning to be the friend of the unfortunate, Absalom intrigued day after day in the public places dedicated to the rights of men, seeking to bring the government of his father into contempt and to elevate himself as the disinterested benefactor, waiting and anxious to serve the people.

HYPOCRISY.—He who would gain a following among men must convince them of his regard. Universal humanity is so intent on personal gain as never to trust one who does not with unselfish surrender become a servant. It was therefore necessary for Absalom to do more than pronounce a cause just, regret that there was no one to adjudge it, and offer himself as willing to redress the grievance. He must exhibit the disposition of his heart. That he did with consummate skill. When any one approached to do reverence to him he put forth his hand and kissed the person. He knew what grace it puts upon the great to be courteous and condescending, and how much it wins the common people. (Psalm x, 9.) Absalom was a typical officeseeker, and his kind has been reproduced in this country in great numbers. His hypocrisy was successful. He stole the hearts of the men of Israel, just as now many a schemer has been preferred to another of great worth. (Romans xvi, 18.)

DEPARTURE.—At last the time came for Absalom to take the decisive step for the throne of his father, the chariots and horses, the forerunners, the admirers and followers gained in the gate were only preliminary. He resolved to retire to Hebron and there be declared king. It is impossible to state why he selected that city. Some think that Judah had become measurably dissatisfied with David because they were merged and overlooked in the large empire which he had established. Others think that Absalom had gained most followers in that tribe or that he resolved to begin where his father did. (II Sam. ii, 11.) Whatever his motive, he resorted to a trick in its execution. He pleaded with David that while absent in Geshur he had vowed to serve the Lord if permitted to return to Jerusalem, and now asked to go to Hebron for that purpose. Ostensibly he put forth a religious errand, while actually he proposed rebellion. He knew that David would do as he did, send him away with a blessing.

ALLIES.—Before leaving Jerusalem for Hebron Absalom took measures to secure popular support when he should be invested with kingly prerogative. Spies and messengers were sent into all the tribes that the entire Israelitish nation might be made aware at one and the same time of what was about to transpire. It is probable that the messengers went to those who by flattering words and obsequious kiss had been made friends of the young man. An agreed signal, the sound of the trumpet, should proclaim to them that Absalom reigned. These arrangements perfected Absalom set out for Hebron, as David supposed to worship God, followed by two hundred men who did not know the real mission. (Prov. xiv, 15.) The plot was well laid. It was expected that all suspicion would be removed from the minds of the King and his counselors when the procession moved out of the city and that, when shortly after, the trumpets sounded, there would be a general uprising of the people who would rally about the King.

COUNSEL.—In the plot there is no evidence that Absalom did not plan his own movements. He seemed to have considered himself sufficiently wise to determine the best method of accomplishing his purpose. But now that he is out of his secretary he continues of an ambitious career, not knowing what the result may be, he sends for Ahithophel, the counselor of David. (Psalm xii, 9.) This man was chosen, partly because he was esteemed very wise, and partly because, although some misunderstanding, he had been dismissed from the public service. (Micah vii, 5.) While performing his pretended sacrifice at Hebron Absalom sent for Ahithophel to make him the tool in his nefarious undertakings. Thereafter the conspiracy was strong. Many people hastened from various parts, led by the considerations of personal profit in the main, and the adherents to the new king rapidly increased in numbers. Thus while David ruled in Jerusalem his son was establishing a rival kingdom or government a few miles distant.

CONCLUSION.—The passage is chiefly instructive to sons and fathers. Here is an exhibition of unprincipled ambition. The outcome will appear next week. But no one can view with approval the motives and conduct of Absalom, whatever may be the result. Standing in the gateway with obsequ