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LIE PASSED IN CHURCH

REV. THOMAS DIXON AGAIN THE CAUSE OF A SENSATION.

He Preaches a Political Sermon and Arouses the Ire of Popocrats by Denouncing Bryan.

NEW YORK, Sept. 7.—Rev. Thomas Dixon, jr., preached a sensational sermon at the Academy of Music yesterday on "The Political Crisis." He said many pointed things of William Jennings Bryan and the free-silver movement. In doing so he managed to stir up a hornets' nest and create a scene in which cheers and hisses were about equally mingled. Prof. Edwin V. Wright, who founded the Antimonopoly League and the Bimetallic Association, was in the audience. He has just returned from a stumping tour for silver with George Fred Williams through New England. He listened quietly to Mr. Dixon until the preacher asserted that the Republican party stood for all that was good and pure, while the Democratic party was the champion of all that was the absolute reverse. Then Prof. Wright jumped to his feet, shook his fist at the pastor and exclaimed: "What you say is false—absolutely false. You don't know what you are talking about."

All were dismayed for a moment, and then a shout of applause arose, followed by a storm of hisses. Rev. Mr. Dixon had not expected all this, and it took him several minutes to discover his own location. Those who came to pray and remained to scoff were, however, clearly outnumbered by those who approved of Mr. Dixon's sentiments, and the hisses that broke in on the preacher's vigorous sentences were drowned by the cheers and applause that greeted the preacher's denunciation of what he termed political dishonesty.

Mr. Dixon strongly supported Major McKinley and sound money. He claimed that it was the duty of every patriotic citizen to support the Republican candidates, and said that the election of Mr. Bryan would bring about a civil war and 3,000,000 men would be thrown out of employment. He began by saying: "I will make no apology for preaching a political sermon, because I believe that politics is religion in action. The old prophets were not priests, but statesmen, and it is my ambition not to be a priest, but, like the prophets of old, I believe that the salvation of this nation has and ever will depend upon the independence of the voters.

"Thirty-six years ago," he continued, "this Nation was confronted with a great crisis, which resulted in the war of the rebellion, and again we are brought face to face with a great national crisis." Turning his attention for a moment to the Populists, Mr. Dixon said: "The Populists—the People's party—are honest. The People's party is made up of men of education and brains. The leaders of that party are not ignorant and poorly dressed, as we are informed. Some of the leaders of the People's party are even handsomer than Theodore Roosevelt. Jerry Simpson, whose sockless feet have been so ridiculed, has more brains and culture than the average Democrat. The People's party in the South and West is the reform party. It stands for the advancement and education of the masses. It stands for the free and equal rights of all men of all classes."

"DEAD AND IN HELL."

The Chicago convention was considered very briefly by Mr. Dixon, as follows: "When the Chicago convention met the Democratic party was dead and in hell. By a miracle the leopard changed its spots and gave up every principle that it had forgotten for 100 years. This was done for the sole purpose of gaining a President and the spoils of that office. No reform movement ever entered the maw of Democracy and came out anything but refuse. The leaders of the Democratic party saw that it was dead, and its only chance was to seize on the new party and place it in Democracy's solid itself for sixteen pieces of silver. The only chance for the Populists in the South is to support the independent ticket with Tom Watson on it."

Mr. Dixon then declared in favor of McKinley in the following words: "I believe that in such a crisis that now confronts us it is the duty of every patriotic citizen to vote a straight Republican ticket. I voted for Mr. Cleveland, and now, before God, acknowledge my sin."

Then Mr. Bryan and his party were discussed by Mr. Dixon in a way that created the utmost excitement. He said: "The proposition of Mr. Bryan and his followers to pay the bonds of the United States, upon which 100 cents on the dollar was paid, in coin worth only 55 cents is downright rascality."

Several persons shouted "That's false!" "You are wrong." "Shut up!" and many of those present hissed. For a moment Mr. Dixon seemed nonplussed and stunned, but he soon recovered himself, and exclaimed: "If the government does that, it goes into the bunco-steering business." He was again interrupted by loud and prolonged hissing and shouts of "That's not right." "You don't know what you are talking about." One gray-haired man arose and exclaimed: "I wont stand this any longer," and rushed from the building. He was followed by fifty others, who cried, "Shame," as they left the room.

Mr. Dixon became nervous and turned very pale, but was reassured by applause that overcame the hisses. It was evident that the majority of those present held the same views as he did. "What Mr. Bryan and his followers want to do," resumed Mr. Dixon, "is to permit me to pay $1.00 that I have borrowed with $500." Again the hissing began and some one shouted "Liar!" Men and women from all parts of the hall arose and left the room, many of them hissing as they went out. This exodus seemed to clear the academy of all those who violently opposed Mr. Dixon's remarks, for there was no more hissing.

Mr. Dixon resumed by saying that Mr. Bryan and his followers proposed to permit the insurance companies to pay widows and orphans in a depreciated currency. Here a man shouted, "I am going to vote for Bryan," and several persons exclaimed, "Good." "That's right."

THE REPUBLICAN PARTY.

"The Republican party," continued Mr. Dixon, "represents prosperity and honest legislation. I believe the Republican party stands for the dignity and honesty of the United States, and I would fight the men who, in Chicago, said they were going to raise the banner of the South and West against the East. The present administration has proved that the Democratic party is incapable of administering the affairs of this Nation. I do not say the present executive is to blame, but his party is. Under this administration 1,000,000 men have been thrown out of work and it is absurd to try to blame a gold standard for this condition of affairs. Why did not this situation of affairs happen under President Harrison's administration?

"Confidence cannot be restored except by restoring to power that party which has, rightly or wrongly, the confidence of the business men of the nation. The free-silver propaganda had its birth with capitalists. Who started the free-silver movement? The farmers? No; the farmers know little and cared less about it. I believe it was started ten years ago by a combination of mine owners, to force the output of their mines on the government. If the United States government owned all the silver mines do you suppose there would be a silver question?"

"How about gold?" shouted a man.

"I believe," replied Mr. Dixon, "that the government should condemn and acquire all the gold and silver mines in the country." Continuing, he said: "I believe the only way to save the Nation is to elect Mr. McKinley. If Mr. Bryan should by any chance be elected, inside of twenty-four hours this city and the other commercial cities will be in such a state of panic as this country has never seen before and beside which black Friday will be a pleasant holiday. Mr. Bryan and his followers don't deny this. They say we will get over it. We will get over it, but what will happen before we get over it? We got over the civil war, but with what misery! If Bryan is elected 2,000,000 more men will be idle, and, added to the 1,000,000 idle men caused by the present administration, we will have in this country 3,000,000 idle men. Will these men starve? No, they will fight for bread, they will pillage, burn and murder. What will Mr. Bryan do? He will turn the army and navy on these men. The starving men will fire on the flag, and war will follow.

"When the flag is fired on farmers of the West, the men of the South who are today talking free silver and supporting Bryan, will rally round the flag and shoot down these 3,000,000 starving men. The starving and desperate men will be killed and the Nation will be saved—for this Nation will survive forever, as I believe we are God's favored people." This closed the sermon, and the congregation was dismissed without any demonstration being made.

Mr. Dixon was not at home when a reporter called at his residence. His secretary stated that the outbreak in the Academy of Music was not unexpected by the pastor of the People's Church.

"Mr. Dixon's church," said he, "numbers in its membership several Populists as well as a number of the Socialist party. Naturally his remarks with regard to the 50-cent dollar did not please them, and several members of the church made a demonstration."

WARMER AND FAIR.

Predictions and Observations of the Local Weather Bureau.

Forecast for Indianapolis and vicinity for the twenty-four hours ending 11 p. m., Sept. 8—Warmer; fair weather on Tuesday.

General Conditions Yesterday—High atmospheric pressure continued east of the Mississippi, low pressure west. A low barometric area is crossing the Rocky mountains, with storm centers over Kansas and Manitoba. The temperature rose in its front from the gulf northward to the lakes and beyond, and very high temperature prevails, 90 degrees and more, as far north as Kansas, 80 degrees and above to North Dakota. Local rains fell in northern Missouri, Colorado and British Columbia.

FORECAST FOR THREE STATES.

WASHINGTON, Sept. 7.—For Ohio—Fair; warmer; light to fresh easterly winds, becoming southeasterly.

For Indiana and Illinois—Fair and warmer Tuesday; much colder Wednesday afternoon and night; southerly winds, becoming northwesterly.

Monday's Local Observations.

	Bar.	Ther.	R.H.	Wind.	Weather.	Pre.
7 a. m.	30.31	57	79	West.	Clear.	0.00
7 p. m.	30.03	68	54	South.	Clear.	0.00

Mamimum temperature, 73; minimum temperature, 51.

Following is a comparative statement of the temperature and precipitation Sept. 7:

	Temp.	Pre.
Normal	68	0.10
Mean	62	0.00
Departure from normal	—6	—0.10
Departure since Sept. 1	—48	*0.21
Total departure since Jan. 1	*516	—5.44

*Plus. C. F. R. WAPPENHANS, Local Forecast Official.

Yesterday's Temperatures.

Stations.	7 a. m.	Max.	7 p. m.
Atlanta, Ga	..	84	78
Bismark, N. D	..	94	82
Buffalo, N. Y	..	66	62
Calgary, N. W. T	..	52	42
Cairo, Ill	56	76	72
Cheyenne, Wyo	..	76	74
Chicago, Ill	58	72	68
Concordia, Kan	56	88	82
Davenport, Ia	54	76	70
Des Moines, Ia	54	88	74
Dodge City, Kan	60	100	92
Galveston, Tex	..	88	84
Helena, Mont	..	74	46
Jacksonville, Fla	..	94	80
Kansas City, Mo	60	82	74
Little Rock, Ark	60	78	74
Minnedosa, Manitoba	..	..	..
Marquette, Mich	..	74	68
Memphis, Tenn	60	80	76
Nashville, Tenn	54	78	72
New Orleans, La	..	84	80
New York	..	74	68
North Platte, Neb	58	92	86
Oklahoma, O. T	72	100	94
Omaha, Neb	54	74	68
Pittsburg, Pa	56	70	64
Qu'Appelle, N. W. T	..	56	48
Rapid City, S. D	70	92	84
Salt Lake City, Utah	64	80	70
St. Louis, Mo	58	80	72
St. Paul, Minn	..	80	76
Springfield, Ill	54	76	70
Springfield, Mo	60	78	68
Vicksburg, Miss	64	86	76
Washington, D. C	..	76	64

Where Did They Find the Bryan Mud?

To the Editor of the Indianapolis Journal:

William Jennings Bryan, in his Milwaukee address Saturday, speaking to the old soldiers, said:

"I am not afraid that the men who were willing at that time to endure the dangers of war because they believed that the black man should be free—I am not afraid that these men are going to allow the hosts of the gold standard to enslave seventy millions of people, whites and blacks, in this country."

Mr. Bryan is evidently not much better posted on the war of the rebellion, its causes and effect, than he is on the financial question. The old soldiers believed at the time, and have labored under the delusion for thirty-five years, that they were fighting to preserve the Union and the honor of the Nation unsullied. The emancipation proclamation was an outgrowth of the war, not the object of the struggle. Had the people in the Confederacy accepted the magnanimous offer of Lincoln and laid down their arms within the specified time, slavery would, in all probability, exist today.

Veterans of '61 to '65, what think you of the assumption? Did you fight four long years to free the slave or to save the Union? Are you willing to be "worked" by a smooth talker who says that "financiers are not made of any better mud than farmers or laborers or any other class of people," and yet presumes himself to make a financial policy for this country that would certainly bring disaster, and has the effrontery to ask your assistance at the ballot box to put it into effect? In the name of heaven, where did they find the Bryan mud? If a crook attempts to work the "short-change racket" in ever so small a way and is detected, he is punished. What should be done with a leader and with a party that is endeavoring to work it on the Nation?

SON OF A VETERAN.

Indianapolis, Sept. 7.

Governor Matthews Exonerated.

At a meeting of the arrangements committee of the five railway brotherhoods, held on Sunday, a copy of the appended letter from Grand Chief Conductor Clark, of the Conductors' Brotherhood, addressed to Governor Matthews, was read:

"Dear Sir—The inferences drawn by the representative of the Indianapolis Journal from remarks made in the union meeting of railway employes, held in your city on Sunday, Aug. 30, have undoubtedly been called to your attention. I sincerely regret that you were not present to hear just what was said. The next issue of the Railway Conductor, of which I am editor, on this subject will say:

"'The Indianapolis Journal, in its account of the meeting, states that Governor Matthews took occasion to say that he had always found the railroad men were his friends in politics, and he thanked them for it; that afterwards Grand Chief Conductor Clark took exceptions to this and delivered a somewhat sharp rebuke to the Governor, for it was evidently the intention of Mr. Clark to show that no man could properly lay claim to the support of the railroad men, for their votes were to be cast as the exigencies of each particular case might demand.' What Grand Chief Conductor Clark said was, in substance, that these brotherhoods refrained very carefully from interfering with the religious and political inclinations or beliefs of their members; that their intelligence could be depended upon to insure their voting as their best interests might determine, but to the support of candidates for office as between the man who was known to be their friend and the friend of organized labor, and the man whose enmity was known or whose friendship was doubted, they might be depended upon to vote for their friends. It was not intended in any sense as a rebuke to Governor Matthews or to anything which he had said.'

"Hon. Claude Matthews, Governor of Indiana.

"Cedar Rapids, Ia., Sept. 2."

THE MONON'S TROUBLES

OVER A MILLION OF ITS SECURITIES HELD BY PRESIDENT THOMAS.

Death of G. B. Sherman—The N. Y., N. H. & H. to Equip Its Providence Division with Electric Power.

The United States Investor devotes considerable space in its current issue to discussing the appointment of a receiver for the Louisville, New Albany & Chicago road. It alleges that an obligation to a New York bank which had matured had something to do with the receivership, although the real cause was the suits in the Beattyville bond matter. The Investor says: "Apropos of the Louisville, New Albany & Chicago receivership, it may be said that statements which have been made regularly have shown the road to be in good shape financially, fully able to meet all its obligations and earn its interest and other fixed charges. Its physical condition, too, is known to never have been better than at present. It was responding remarkably well to the money (some $5,000,000) which has been spent for betterments under the new management, when suddenly it was precipitated into bankruptcy. Years ago Mr. Carson, who was then vice president and general manager, with some of his associates, entered upon the construction of a road in Kentucky called the Beattyville road, for short.

"It is officially stated that Carson received $100,000 for securing the guarantee of the Monon, in which he and some of his associate directors were interested. To accomplish this, he called a meeting, at which eight out of thirteen directors were invited and present, and this meeting authorized the guarantee, although the statute of Indiana expressly declared that any guarantee of bonds by a railway must be preceded by a petition of a majority of the stockholders of the corporation seeking the guarantee. As soon as the stockholders of the Monon heard of this action of Carson and his clique, they called a meeting and repudiated his action and ejected him and all his associates from the board. Carson died a few years ago. Under these circumstances the Monon company has been claiming that the guarantee had no relations to the Monon and the latter received no benefit or money as a consideration for its alleged guarantee. The Beattyville road does not come within seventy miles of the Monon road. Its bonds have been worthless for several years past, no interest has been paid on them, and the road could not sell for receivers' certificates, but a bright lawyer in Louisville found he could get the bonds together and enforce the guarantee, which he did, and the judicial decision of Judge Taft saddles the Monon with the debts of another road. Of course, the case will be taken to the United States Supreme Court, which convenes in October, and a fight will be made to reverse the decision. However, this does not save the Monon from reorganization. Within a few days a committee will be appointed, representing the bondholders of the road, and a process of foreclosure, under an existing mortgage, will be instituted. It is stated there is not likely to be an assessment of the stock since the property was thoroughly reconstructed during the past four years. A leading official of the company sates that the floating debt of the road aggregates about $500,000, which is the liability referred to in the foregoing by General Thomas. The road, he says, was assisted in carrying this by a prominent bank, and it was intended to bond the Lafayette shops and Indianapolis terminals, sell the securities and pay off the bank. But when suits were commenced in the Beattyville claims the bank refused further assistance, and with this President Samuel Thomas has personally, it is stated by a leading director, over one million in cash in the common and preferred stock, and in excess of one million invested in the bonds. The annual report for the year ended June 30, 1896, has not yet been made public, but will appear shortly, and, I am assured, will show a surplus over all charges of in excess of $100,000."

Alleged Violations of Law.

A series of important investigations of charges against railroads throughout the West will be made by the Interstate-commerce Commission, beginning at Chicago in the United States courthouse Sept. 17. Many of these cases are of great significance to railroads and shipping interests generally. One of the most important is that of Paine Bros. & Co., of Milwaukee, vs. the Lehigh Valley Railroad et al. The hearing of this case will be on charges of unreasonable rates on wheat, corn, rye and barley in cargo lots from Buffalo to Philadelphia, New York and other points. The Paine company is the lake shipper of these cargoes. This will be heard at Chicago Sept. 17. The dates of other hearings follow: In Chicago Sept. 18, S. R. Hogaboom, of Creston, Ia., vs. the Chicago, Burlington & Quincy railroad, involving alleged excessive rates on hard coal in carloads from Chicago and Streator, Ill., to Creston, Ia.; Suffern, Hunt & Co., Decatur, Ill., vs. the Indiana, Decatur & Western railroad, involving excessive rates on corn between Garrett and Camargo, Ill., and Indianapolis, Ind., and alleged overcharges from shipping shelled corn from Lintner, Ill., to Cincinnati. The commission will also investigate on Sept. 21 alleged unlawful rates and practices in the transportation of grain and grain products by the Atchison, Topeka & Santa Fe and others, to be adjourned for further hearing at Kansas City, Sept. 25; at Kansas City Sept. 25, Board of Railroad Commissioners of Kansas vs. the Atchison road, alleged excessive rates on corn in carloads from central and southwestern Kansas to Galveston, Tex., and other points in Texas and Louisiana; Wichita Commercial Club association of Wichita, Kan., vs. the Atchison road, on similar charges; transportation charges on export and domestic traffic by the Kansas City, Fort Scott & Memphis road. At St. Louis, Sept. 28, business men's League of St. Louis vs. the Iron Mountain & Southern railroads et al., alleged excessive rates on various kinds of freight in less than carload quantities from St. Louis and other points to Texas points; transportation charges on export and domestic traffic by Missouri Pacific and Iron Mountain roads, and on Sept. 29, Biloxi Mississippi Milling Company vs. the Louisville & Nashville, grain and coal alleged excessive rates from East St. Louis and other points to Biloxi.

George B. Sherman Dead.

L. J. Blaker, general agent of the White line at this point, yesterday forenoon received a telegram from Buffalo stating that George B. Sherman, general manager of the Vanderbilt fast freight line, died at 5 o'clock yesterday morning. The deceased was a few days ago on his way to his office in his carriage when one of his horses became frightened and started to run away. Mr. Sherman jumped out, striking on his left hand and head, bruising and cutting both badly. He was taken to his office and surgeons called, who dressed his wounds and he was removed to his home. His condition from that time was critical. On Friday he rallied for a short time and then passed into a semi-conscious condition, dying yesterday morning. "To say that George B. Sherman was one of the most popular and best-known freight officials in the country," said C. C. Pierce, general agent of the Merchants' Despatch at Indianapolis, "is no exaggeration." He entered railroad service in 1865, leaving a book store in Buffalo to become clerk to D. K. Folsom, who was the agent of the Merchants' Despatch and the American Express Company. In 1868 the two offices were separated, Mr. Folsom continuing as agent of the American Express until transferred to Indianapolis, and Mr. Sherman, with the separation, was made agent of the Merchants' Despatch at Louisville; in 1871 he was appointed Southwestern agent of the company, in 1882 he was promoted to Western agent, with headquarters at Cleveland; in 1882 he was appointed general Western agent of the Merchants' Despatch Transportation Company, with headquarters at Chicago; in 1885, with the consolidation under one management of the Red, the White and the Midland fast freight lines, operating over the Vanderbilt system, he was appointed general manager, in which position he made an enviable record.

East-Bound Shipments.

East-bound shipments last week were 61,995 tons, against 63,179 for the preceding week and 57,232 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 7,382; Wabash, 6,698; Lake Shore, 8,338; Ft. Wayne, 6,492; Panhandle, 6,097; Baltimore & Ohio, 5,883; Grand Trunk, 5,825; Nickel-plate, 6,622; Erie, 5,532; Big Four, 3,602. The tonnage was made up of the following articles: Flour, 2,676; grain and mill stuffs, 24,739; provisions, lard, etc., 14,324; dressed beef, 9,929; grass seed, 1,973; butter, 2,041; hides, 1,511; lumber, 3,050; miscellaneous, 1,892. Shipments for the week were 130,130 tons.

The Business of August.

The official train records show that in August the fifteen lines handled at Indianapolis 104,277 cars, 79,428 being loaded, against 80,273 loaded cars in August, 1895; 84,235 in August, 1894, against 79,397 in August, 1893; against 94,880 in August, 1892, and against 82,312 in August, 1891. One of the striking features of last month's business was the large number of empty cars handled in proportion to the total, it averaging over 800 empty cars per day, against 2,562 loaded cars per day.

Personal, Local and General Notes.

In the board of directors of the Northern Pacific Philadelphia capital is about as largely represented as in the old organization.

Jackson township, Wells county, Indiana, by a vote of 319 to 8 yesterday refused to pay $16,000 as a subsidy to the Indiana Central railroad.

A. A. Heard, late general passenger agent of the Great Northern, yesterday began service as secretary of the central passenger committee.

B. A. Squire has been appointed contracting freight agent of the Lake Shore at Chicago. He was formerly with the Chesapeake & Ohio Southwestern.

The traffic department of the Chesapeake & Ohio has informed Louisville shippers that they will be protected in the rate war as far as the Seaboard Air Line cuts to the Carolinas are concerned.

The Southern Express Company has just completed a fine office building at Memphis, Tenn. It is built of steel, is fireproof and eight stories high. The ground floor is occupied for handling express matter and the upper stories as offices.

Receiver Clarke, of the Union Pacific, thinks the chances of a reorganization of that road exceedingly remote, hinting even the possibility of the government taking it for its debt. The statement that a new line could be built for less than the mortgage debt of the present company is doubtless true.

The officials of the New York, New Haven & Hartford have under consideration the advisability of equipping the Providence division with electricity. Vice President Kendrick says that the company thinks the scheme entirely practicable, and probably with the advent of another summer work will be begun with that end in view.

Present indications are that the roads in Indiana, Ohio and Virginia are to handle more apples this year than has ever been known before. There are two counties in Ohio that expect to ship 100,000 barrels of apples this fall, and the freight officials in these States are preparing to handle them, as many will probably be shipped quite a distance.

Two of the new freight engines which the Vandalia is receiving can haul as many cars as three of the old ones, and this has resulted in the dismissal of fifteen firemen and the setting back of fifteen engineers to firing. When the twenty-two new engines are in service more firemen will be dismissed, it is understood, or given work in some other line on the road.

As nothing has been done of importance looking to the permanent organization of the mileage book depository by Chairman Caldwell, of the Western Passenger Association, H. C. Townsend, general passenger agent of the Missouri Pacific, has notified Mr. Caldwell that unless the question is soon settled the Missouri Pacific will withdraw from the Western Passenger Association.

The fifth biennial convention of the Brotherhood of Locomotive Firemen will convene at Galveston, Tex., on Tuesday of next week. On Friday a special train of Wagner cars will leave St. Louis over the Missouri Pacific, carrying the delegates, and will return by the Missouri, Kansas & Texas. W. J. Hugo, of this city, will represent, as delegate, the Indianapolis division, and W. A. Cannaan goes as an alternate.

It is stated that the passenger earnings of the Cincinnati, Hamilton & Dayton lines for the year ending June 30, 1896, come nearer to the average of former years than those of any road operated in Ohio or Indiana. One of the good features with this system is that it strikes so many good towns and has such a satisfactory local business, the trolley lines not having affected to any extent their local traffic. There are no drones in the passenger service of the C., H. & D. company.

The more important roads are now considering the problem of reducing the number of cars and adding to the tonnage carried by each car, so as to make a decrease in cars. The custom of hauling one car a hundred miles or more with half a load is to be abolished as far as possible, and the rule will be to load cars to their full capacity and in this manner add to the average train load. This plan would insure greater earnings per car and per train, and proportionately decrease the expense of transportation.

The late decision of the Interstate-commerce Commission in the case of the Omaha Commercial Club vs. the Chicago & Rock Island and other roads, makes one point which carries with it considerable importance, as under this clause of the decision: "Through rates are matters of contract between carriers composing through lines, and the commission has no power to compel connecting carriers to contract with each other. If, in case of shipments under a through bill of lading and a through rate, the privilege of 'stoppage in transit' at an intermediate point and trying the market there, and, if it be found unsatisfactory, of reshipping to the point of original destination at the balance of the through rate, be lawful, the granting of it to one locality and denying of it to another under substantially similar circumstances would be an unjust discrimination against the latter."

W. H. Baldwin, who succeeds Austin Corbin, deceased, as president of the Long Island road, will be the youngest railway official holding the position of president in the country, being but thirty-five years of age. He is a graduate of Harvard College, of the class of '84. He took up the law, and would doubtless have followed the even tenor of his way but for the influence of Charles Francis Adams and an indorsement by President Eliot, by which he was persuaded to join the staff of the Union Pacific railway. When he left this property it had passed into the control of Jay Gould. Next Mr. Baldwin became connected with the Flint and Pere Marquette railway, and worked up to be general manager. He was called to help in the reorganization of the Richmond Terminal, which was developed into the Southern railway by Samuel Spencer, then connected with Drexel, Morgan & Co. In the growth of this system it is said that Mr. Baldwin's energy and power as an organizer were conspicuous.

Engines 200 and 201, on the Big Four, which were, when put in service, considered the best passenger engines in the world, have now been in service one year and are performing better than in the first month in service. Since they were built by the Schnectady locomotive works, the Vandalia, the Baltimore & Ohio Southwestern, the Boston & Albany and the Fitchburg have each had a number built of the same pattern. These engines are admired not only by American experts, mechanics and machinists for their excellent proportions and the work which they can pull in heavy trains, but by a number of foreigners who have visited this country in the last twelve months. Nearly all the railway magazines have published the dimensions of the engine, and with it cuts and in several cases shown the remarkable performance of these pieces of fine machinery, which seem to have taken the name of the Garstang engine all over the country, and a foreign paper speaks of them as the Garstang type.

General Manager Loree, of the Pan-handle lines, is quoted as saying that "the Pan-handle officials, like all other well managed railroads, at this time is making every effort to make the expenditures come within the revenues. Every nook and corner is being searched, and where a position is found that indicates a sinecure or even partially so, there is a head that drops into the basket. On a great system like the Pan-handle, in the course of years of brisk business a great many places will be filled that have their uses at the time, but when dull business comes their duties are largely normal and could be shifted to the shoulders of others without serious injury to the service and this is being done as expeditiously as possible. There is a blacksmith's helper here, a watchman there, an extra clerk in some other place all over the country that could be dispensed with, and when the total is made the figures are simply astonishing to even those familiar with the routine of the business of a big trunk line."

The Toledo & Ohio Central assigns as a reason for its withdrawal from the Central Passenger Committee Association that it has evidence that the Cincinnati, Hamilton & Dayton has been cutting rates, and a Toledo paper abuses Chairman Donald, of the Central Passenger Committee, for not protecting the Toledo & Ohio Central. It alleges that Mr. Donald protects the strong lines and ignores the weak ones. From reading the comment regarding the Toledo & Ohio Central of late one would think it was one of the strong lines of Ohio. Those who know Mr. Donald well know that he is very just in his rulings and tries to give no general passenger agent any grounds for complaint. The real trouble with the Toledo & Ohio Central, says a passenger man, is that it wants to get out of the association and become a free lance again as in former years. So far as the Cincinnati, Hamilton & Dayton is concerned there is not a road in the Central Passenger Association territory which is a greater stickler for full tariff rates.

COMMERCIAL RECORD

THE JOBBING TRADE.

(The quotations given below are the selling prices of the wholesale dealers.)

Canned Goods.

Peaches—Standard 2-lb, $1.50@1.75; 3-lb seconds, $1@1.10; 3-lb pie, 75@80c; California standard, $1.75@2; California seconds, $1.40@1.50. Miscellaneous—Blackberries, 2-lb, 65@70c; raspberries, 2-lb, 90@95c; pineapple, standard, 2-lb, 80@95c; choice, $2@2.50; cove oysters, 1-lb, full weight, $1.60@1.70; light, 60@65c; string beans, 70@90c; Lima beans, $1.10@1.20; peas, marrowfats, 85c@$1.10; early June, 90c@$1.10; lobsters, $1.85@2; red cherries, 90c@$1; strawberries, 90@95c; salmon, 1-lb, $1.10@1.20; 3-lb tomatoes, 75@85c.

Candies and Nuts.

Candies—Stick, 6½c per lb; common mixed, 5½c per lb; G. A. R. mixed, 7c; Banner stick, 10c; cream mixed, 9c; old-time mixed, 7½c.

Nuts—Soft-shelled almonds, 12@16c; English walnuts, 12c; Brazil nuts, 10c; filberts, 11c; peanuts, roasted, 6@7c; mixed nuts, 11@12c.

Coal and Coke.

The following are the prices on coal and coke, as retailed in this market:

Anthracite coal, $7 per ton; Pittsburg lump, $4; Brazil block, $3; Winifrede lump, $4; Jackson lump, $4; Greene county lump, $2.75; Paragon lump, $2.75; Greene county nut, $2.50; Blossburg coal, $4.50; crushed coke, $3.25 per 15 bu; lump coke, $2.75; foundry coke, $6 per ton.

Drugs.

Alcohol, $2.39@2.50; asafetida, 25@30c; alum, 2½@4c; camphor, 50@55c; cochineal, 50@55c; chloroform, 65@70c; copperas, bris, 35@40c; cream tartar, pure, 30@32c; indigo, 65@80c; licorice, Calab. genuine, 30@40c; magnesia, carb., 2-oz, 25@35c; morphine, P. & W., per oz, $1.75@2; madder, 14@16c; oil, castor, per gal, 86@90c; oil, bergamot, per lb, $2.75; opium, $2.50@2.75; quinine, P. & W., per oz, 39@42c; balsam copaiba, 50@60c; soap, castile, Fr., 12@16c; soda, bicarb., 4½@6c; salts, Epsom, 4@5c; sulphur, flour, 5@6c; saltpeter, 8@14c; turpentine, 30@35c; glycerine, 19@22c; iodide potassium, $3@3.10; bromide potassium, 50@52c; chlorate potash, 20c; borax, 12@14c; cinchonida, 12@15c; carbolic acid, 25@27c.

Oils—Linseed, 32@34c per gal; coal oil, legal test, 7@14c; bank, 40c; best straits, 50c; Labrador, 60c; West Virginia lubricating, 20@30c; miners', 45c; lard oils, winter-strained in bris, 60c per gal; in half-bris, 5c per gal extra.

Dry Goods.

Bleachel Sheetings—Androscoggin, L, 6c; Berkeley, No. 60, 8c; Cabot, 6¾c; Capital, 5c; Cumberland, 6c; Dwight Anchor, 7¼c; Fruit of the Loom, 6¾c; Farwell, 6c; Fitchville, 5¾c; Full Width, 5½c; Gilt Edge, 4½c; Gilded Age, 4½c; Hill, 6¼c; Hope, 5¾c; Linwood, 6¾c; Lonsdale, 6½c; Peabody, 4¾c; Pride of the West, 10½c; Ten Strike, 5½c; Pepperell, 3-4, 15½c; Pepperell, 10-4, 17c; Androscoggin, 9-4, 16c; Androscoggin, 10-4, 18c.

Brown Sheetings—Atlantic A, 6c; Argyle, 5c; Boott C, 5c; Buck's Head, 5¾c; Clifton CCC, 5½c; Constitution, 40-inch, 6½c; Carlisle, 40-inch, 7½c; Dwight's Star, 7½c; Great Falls E, 6c; Great Falls J, 4¾c; Hill Fine, 6½c; Indian Head, 6c; Pepperell, E, 5½c; Pepperell, 9-4, 14c; Androscoggin, 9-4, 15c; Androscoggin, 10-4, 17c.

Prints—Allen dress styles, 4½c; Allen's staples, 4½c; Allen TR, 5c; Allen's robes, 5c; American indigo, 4c; Arnold LLC, 6¾c; Cocheco fancy, 5c; Cocheco madders, 4½c; Hamilton fancy, 5c; Merrimac pinks and purples, 5½c; Pacific fancy, 5c; Simpson fancy, 5c; Simpson Berlin solids, 5c; Simpson's oil finish, 6c; Simpson's grays, 5c; Simpson's mournings, 5c; American shirting, 3½c.

Ginghams—Amoskeag staples, 5c; Amoskeag Persian dress, 6c; Bates Warwick, dress, 5½c; Lancaster Nonpareil, 5c; Lyttonville, 5c; Whittenton Heather, 5c; Calcutta dress styles, 4½c.

Kid-finished Cambrics—Edwards, 3½c; Warren, 3¾c; Slater, 3½c; Genesee, 3½c.

Cotton Flannels—Amoskeag, $11.50; American, $11.50; Franklinville, $12.50; Harmony, $11; Stark, $14.50.

Tickings—Amoskeag ACA, 10½c; Conestoga BF, 12½c; Cordis 140, 9½c; Cordis FT, 10c; Cordis AC, 7½c; Hamilton awnings, 7½c; Kimono fancy, 17c; Lenox fancy, 18c; Methuen AA, 10c; Oakland AF, 5½c; Portsmouth, 10½c; Susquehanna, 12½c; Shetucket SW, 6½c; Shetucket F, 7c; Swift River, 5½c.

Flour.

Straight grades, $3.75@4; fancy grades, $4@4.50; patent flour, $4.75@5; low grades, $2.75@3.

Groceries.

Sugars—City prices—Dominoes, 5.48c; cut loaf, 5.60c; crushed, 5.60c; powdered, 5.23c; granulated, 4.98c; fine granulated, 4.88c; extra fine granulated, 4.78c; coarse granulated, 5.10c; cubes, 5.23c; XXXX powdered, 5.35c; mold A, 5.23c; diamond A, 4.98c; confectioners' A, 4.85c; 1 Columbia A—Keystone A, 4.73c; 2 Windsor A—American A, 4.73c; 3 Empire A—Centennial A, 4.73c; 4 Phoenix A—California A, 4.73c; 5 Empire A—Franklin B, 4.67c; 6 ideal Golden ex. C—Keystone B, 4.60c; 7 Windsor ex. C—American B, 4.48c; 8 Illinois Gold ex. C—Centennial B, 4.35c; 9 yellow ex. C—California B, 4.29c; 10 yellow C—Franklin ex. C, 4.23c; 11 yellow—Keystone ex. C, 4.17c; 12 yellow—American ex. C, 4.10c; 13 yellow—Centennial ex. C, 4.04c; 14 yellow—California ex. C, 3.92c; 15 yellow, 3.67c.

Lemons—Messina, choice, $4@4.50 per box; fancy lemons, $5@6.

Coffee—Good, 17@18c; prime, 18@20c; strictly prime, 20@22c; fancy green and yellow, 22@24c; Java, 28@32c. Roasted—Old government Java, 32@33c; golden Rio, 24c; Bourbon Santos, 24c; Gilded Santos, 24c; prime Santos, 23c; package coffees, 18.38c.

Flour Sacks (paper)—Plain, 1-32 brl, per 1,000, $3.50; 1-16 brl, $4; ¼-brl, $6; ½-brl, $10. Paper bags, 2 drab, plain, 1-32 brl, per 1,000, $4.25; 1-16 brl, $6.50; ¼-brl, $10; ½-brl, $20; No. 1 cream, plain, 1-32 brl, per 1,000, $7; 1-16 brl, $8.75; ¼-brl, $14.50; ½-brl, $28.50. Extra charge for printing.

Salt—In car lots, 85c; small lots, 90@95c.

Spices—Pepper, 10@18c; allspice, 10@15c; cloves, 15@20c; cassia, 15@15c; nutmegs, 65@75c per lb.

Molasses—Choice new Orleans molasses, fair to prime, 20@30c; choice, 35@40c; syrups, 18@20c.

Woodenware—No. 1 tubs, $6@6.25; No. 2 tubs, $5.25@5.50; No. 3 tubs, $4.25@4.50; 3-hoop pails, $1.40@1.50; 2-hoop pails, $1.15@1.20; double washboards, $2.25@2.75; common washboards, $1.25@1.50; clothes pins, 40@50c per box.

Wood Dishes—No. 1, per 1,000, $2.50; No. 2, $3; No. 3, $3.50; No. 5, $4.50.