THE DAILY JOURNAL

WEDNESDAY, JANUARY 27, 1897.

Washington Office---1503 Pennsylvania Avenue

Telephone Calls.

Business office......238 | Editorial rooms....A 86

TERMS OF SUBSCRIPTION.

DAILY BY MAIL.

Daily only, one month ... $ .70
Daily only, three months ... 2.00
Daily only, one year ... 8.00
Daily, including Sunday, one year ... 10.00
Sunday only, one year ... 2.00

WHEN FURNISHED BY AGENTS.

Daily, per week, by carrier ... 15 cts
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JOURNAL NEWSPAPER COMPANY, Indianapolis, Ind.

Persons sending the Journal through the mails in the United States should put on an eight-page paper a ONE-CENT postage stamp; on a twelve or sixteen-page paper a TWO-CENT postage stamp. Foreign postage is usually double these rates.

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THE INDIANAPOLIS JOURNAL

Can be found at the following places:
NEW YORK—Windsor Hotel and Astor House.
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Senator Turpie is as valiant in speech as General Weyler is in proclamations. It is appalling to think of the consequences if they should meet.

General Weyler announces that the western part of Cuba is now pacified. Tacitus wrote of certain barbarians, "They make solitude which they call peace."

Of the thirty-six cities of the United States of 100,000 population and upwards twenty-seven own their water plants and nine do not. Indianapolis is one of the nine.

Discussion of the prison labor question travels the same circuit in all the States and comes back inevitably to the conclusion that the only alternative is contract labor or idleness.

Rev. Dr. Talmage will not be popular with the professional calamityites when they learn that he is telling the people that this is the best country in the world, and that we have not come to our best days yet.

Those people who are declaring that the hard times have forced the people to sacrifice many comforts are informed that the latest statistics regarding tobacco do not indicate a falling off in the use of that luxury.

President Cleveland and the ex-Queen of Hawaii have been "great and good friends" for some time. The former is greater now than he was when their correspondence began, and it is to be hoped the Queen is no worse.

Private Secretary Thurber announces that he will not hold his office a minute after noon, March 4, and that he will leave Washington as soon as possible. This is dreadful, but probably the government at Washington will still live.

When they come to think it over, now that they have been indicted, the participants in that famous, or, rather, infamous, Seeley dinner, are convinced that there was less fun about it than any funny entertainment to which they were ever invited.

The fact that more than a third of the population of the United States are churchgoers, and that the number of such was increased 743,333 during 1896, should counteract the declarations of those who tell us that the country is becoming more irreligious as the years pass.

There can be no doubt that from a business point of view the present city school system is very bad and the condition is chronic. It cannot be helped, however, by any change of government or system that does not provide for paying off the present indebtedness and increased revenues for the future.

Evangelist Moody is quoted as saying in his sermon at Carnegie Hall on Tuesday: "Heaven is a city like New York." Unless he takes back these fatal words or makes it clear that there will be no Wall street, no Seeleys and no Bradley-Martins there, the virtuous West, including the silverites, will pull its skirts to one side and scornfully refuse to go to such a heaven.

The annual report of the city controller makes a showing of city finances which indicates that in that department of the city government, at least, the spirit of the charter is being carried out in good faith. The general financial condition of the city in its municipal capacity may be characterized as healthy—a word, by the way, that applies equally to its business and manufacturing interests.

In seasons of extreme cold the extra fires necessary to keep private residences and public buildings at comfortable temperature cause a strain upon flues that, with certain other risks involved, makes a series of destructive conflagrations almost inevitable; but it is seldom that so long a list is made within three days. The fire record of the country since Saturday is of an extent to make insurance men suffer from insomnia. Indianapolis, fortunately, has suffered but little on this occasion, perhaps because additional precautions have accompanied the increased risks. In Chicago, with one hundred fires in twenty-four hours, carelessness seems to have been the rule.

Some action should certainly be taken by the Legislature in the way of prohibiting the sale of cigarettes to boys. The cigarette habit has become an evil of large proportions, and is a menace to the health and welfare of the youth of the community. Much interest and anxiety is shown by parents throughout the State in relation to the passage of a restrictive measure. It is an insidious evil and difficult to guard against, even in the case of very small boys, so great is the force of example and so easily may the objectionable commodity be obtained. The prevailing sentiment everywhere is no doubt in favor of a prohibitory law, so far as boys under eighteen are concerned.

The report of the city controller shows that the total bonded debt of the city at present is $1,424,500. Its assets in real estate, permanent improvements, personal property and cash on hand amount to $993,522, its taxable property is $108,285,915, and its municipal tax rate is 60 cents on the $100. In respect of small debt and low tax rate no other city of its class can make as good a showing as this. Detroit, with a population of 300,000, has a debt of $3,828,530; Grand Rapids, with a population of 90,000, has a debt of $1,837,900; Kansas City, with a population of 165,000, has a debt of $3,760,000; Minneapolis, with a population of 210,000, has a debt of $6,540,000; Omaha, with a population of 140,000, has a debt of $3,011,000; St. Paul, with a population of 160,000, has a debt of $7,993,177. All these cities have a higher tax rate than Indianapolis, some of them much higher. On the whole, it will be found upon reflection and comparison with other cities that the capital city of Indiana is a very desirable place of residence.

THE STREET-RAILROAD BILL.

General Harrison's argument before the Senate committee against the pending street-railroad bill was a very ingenious and very strong presentation of that side of the case. It was not such an argument as he would make in the Supreme Court on the legal points in the case bearing on the question of perpetual franchise, but rather a plea for nonaction by the present Legislature, based on what might be called the equities and popular aspects of the case and the public inconvenience likely to arise, from the company's point of view, if Senate bill No. 61 should be passed. His objections to the bill and his statements relative to the alleged unfairness or impracticability of some of its provisions are entitled to receive and doubtless will receive respectful and candid consideration. If the bill is defective in any of the particulars pointed out by General Harrison it can be amended, but it was carefully drawn and is believed to be as little open to serious objection as any that could be framed to meet the end aimed at. Of course, no bill aiming at a legislative recognition and establishment of the city's rights in the premises and forestalling an adverse decision of the Supreme Court, which is possible without further legislation, could be expected to meet with the approval of the Citizens' Company or its counsel. Nor is it likely that any bill of the kind could be drawn whose practical enforcement would not involve some hardship to the company and some temporary inconvenience to the public. These, however, are small considerations compared with the importance of settling on a permanent basis the question whether the streets of the city belong to the city itself or are owned, in perpetuity, by a corporation which has flouted and defied it in a great variety of ways for many years, and which is now trying to get judicial confirmation of its right to continue the process. The career of the Citizens' Company has been one of almost continual defiance of public sentiment and municipal authority. The great betterment of the service in recent years does not form any exception to this statement. Every betterment of the service has been made for the benefit and behoof of the company, and has resulted in increasing its business and profits. At the same time it has asserted its practical ownership of all the streets, has refused to pave between its tracks or make its grades comply with city requirements, and has defied the authority of the city in many other ways. Senate Bill 61 seeks to prevent this state of things from becoming perpetual. General Harrison suggests that the bill is premature, because if the Supreme Court should render a decision sixty or ninety days from now sustaining the contention of the company, it would still be competent for the next Legislature to act. That is true, but it does not seem to be a sufficient reason for throwing away the present opportunity and risking the preservation of the city's rights on a last chance. The Legislature should give the city clear authority to hold the company to the terms of the original contract.

EARLY RAILROAD LEGISLATION.

The prompt action of the Legislature on the line suggested by the attorney general will probably result in bringing about what should have been had long ago, viz., a searching investigation of the question whether the Vandalia Railroad is indebted to the State in any sum whatever, and if so, how much. It is not creditable to the business methods of the State in past years that this should have remained an open question for more than forty years, and in the interest of all concerned it should be settled without further unnecessary delay. If the company owes the State anything it should be required to pay it, and if it does not it is entitled to have the fact officially ascertained.

The general public may not know that the alleged claim against the company dates back to the time when it was operating under a special charter and embraces only that period. This means the period from 1847, when the road was chartered, to 1873, when it accepted the terms and provisions of the general railroad law and changed from a special to a general charter. Such railroads as were projected in the State prior to the adoption of the present Constitution were organized under special charters, and it is probable that the abuse of this practice in the case of other corporations as well as railroads caused the insertion of the provision in the Constitution that in all cases where a general law can be made applicable, all laws shall be general and of uniform application throughout the State. The first Legislature under the present Constitution passed a general law for the organization of corporations, and since then all railroad companies have organized under that law. The results under the special charter system were most unsatisfactory, but they were not as disastrous as in those cases where the State undertook to build certain railroads and became a stockholder in them to a large amount. This was the case with the old Madison & Indianapolis Railroad, and the old New Albany & Vincennes road. In 1836, when a wave of internal improvement swept over the State, the Legislature passed "An act to provide a general system of internal improvements, to prescribe their management," etc. It provided for the construction of the Whitewater canal, the Central canal, the Wabash and Erie canal, the New Albany & Vincennes Railroad, and "A railroad from Madison through Columbus, Indianapolis and Crawfordsville to Lafayette, to be called the Madison & Lafayette Railroad, to construct which the sum of $1,300,000 is hereby appropriated." All these undertakings proved disastrous failures under state management. In 1842 a law was passed by which the State surrendered and granted all its unfinished public works to such private companies as would accept and prosecute them under certain conditions. The auditor of state in his report for 1845 showed that the total amount expended by the State on the Madison & Indianapolis road up to that time had been $1,624,603, and the total amount received from it in "tolls," as they were then called, was $63,182, leaving an excess of expenditures over receipts of $1,561,421. The State's account with the New Albany & Vincennes road at that time stood, total amount expended, $686,767.99; total amount received from the work, $17,562.86, leaving an excess of expenditures over receipts of $669,205.13. Even after it had surrendered the roads to private companies the State kept up a quasi connection with and control of them and incurred much additional loss and expense before it got out. Its experience in building railroads and in the granting of special charters was such as to make it imperative that it wash its hands of the whole business.

The present alleged claim against the Vandalia shows that as long ago as 1847 the Legislature had a vague and nebulous idea that a railroad corporation ought to return the State some equivalent for its franchise. Undoubtedly that was the object and intent of Section 23 of the original Vandalia charter, which reads as follows:

That when the aggregate amount of dividends declared shall amount to the full sum invested and 10 per centum thereon, the Legislature may so regulate the tolls and freights that not more than 15 per centum per annum shall be divided on the capital employed, and the surplus profits, if any, after paying the expenses and reserving such proportions as may be necessary for future contingencies, shall be paid over to the treasurer of state for the use of common schools, but the corporation shall not be compelled by law to reduce the tolls and freights so that a dividend of 15 per centum per annum cannot be made, and it shall be the duty of the corporation to furnish the Legislature, if required, with a correct statement of the amount of expenditures and the amount of profits after deducting all expenses, which statement shall be made under the oath of the officer whose duty it shall be to make the same.

Under this provision the road was not required to pay the State anything until its aggregate dividends should equal the original investment and 10 per cent. interest thereon, but after that the excess of net profits above a certain figure should be paid to the State. The State never received a dollar under this provision, and probably it never will, but there was evidently honest effort on the part of the Legislature to get something for the charter. If the present Constitution had permitted special charters or had authorized the Legislature to affix conditions to railroad charters, and if the policy had been carried out the State might now be receiving a million dollars percentage on the gross receipts of railroad companies chartered in the State.

ONE OF THE LAW'S DELAYS.

In the matter of the alleged claim of the State against the Vandalia Railroad Company the State would have a better standing in court if it had not slept so long on its alleged rights, and, in one instance at least, shown so little energy in pushing them. The claim matured nearly twenty-five years ago, and during that period Legislature after Legislature has either refused to take any action in the premises or has winked at the strangling of bills and resolutions looking to that end. Once when the matter seemed to be approaching a final adjudication the suit of the State failed and was turned out of the Supreme Court by reason of neglect or bad management on the part of its counsel. This was in 1879. In 1876 suit had been brought against the company in the Superior Court of this county and decided in its favor at the general term on a demurrer to the complaint. The State took an appeal to the Supreme Court, where it was represented by C. A. Buskirk, J. C. Denny, W. R. Harrison, S. Claypool, W. A. Ketcham and J. L. Mitchell. The Supreme Court affirmed the decision of the lower court because no assignment of error had been made at the general term of the Superior Court, or if any were made it did not appear in the record. Counsel for the State moved to be relieved from the judgment of the Supreme Court or for a rehearing, on the ground of mistake, inadvertence, surprise and excusable neglect. In support of the motion affidavits were filed by two of the State's counsel tending to show that they had been taken by surprise by alleged variance between the transcript as made out by the clerk of the Superior Court and as filed in the Supreme Court. In overruling the motion for a rehearing the Supreme Court said:

The transcript in this case was filed in this court, and the cause submitted by agreement, on the 17th day of November, 1876. The briefs, which were those used at the hearing of the case in general term below, were filed in this court on the 19th of January, 1877, since which date to the 25th day of November, 1878, the day upon which the case was decided by this court, it does not appear that the counsel for the appellant had taken any action in the case. Thus it appears that two years elapsed from the time the appeal was taken to this court, before the final decision of the case. How the fact that the exhibits and demurrer to the complaint before the transcript was made, and that the clerk did not inform them of any other defect, were calculated to create or did create an impression in the minds of the counsel that the transcript was correct after the missing papers were supplied, is not apparent to us. It would rather seem that it ought to have awakened their attention to the fact that the transcript might be imperfect in some other respect. * * * Notwithstanding all that is stated in the affidavits, the fact appears plain to us that the counsel, from the time the appeal was taken until after the final decision was made—a period of two years—did not examine the transcript to see that it was correct; indeed, it does not appear that they ever examined it at all; for, if they had, the diminution being so palpable, and in so material a part, they certainly would have discovered the fact. It does not appear to us that such a state of facts could fairly be called, within the range of sound judicial discretion, a "mistake, inadvertence, surprise or excusable neglect;" indeed, we very much fear that an exercise of our discretion, holding such a state of facts sufficient, would amount to abuse.

For these reasons the Supreme Court denied a rehearing and affirmed the decision of the court below on account of deficit in the record, without discussing the question of law involved in the demurrer at all. Thus, what the Supreme Court evidently regarded as inexcusable neglect on the part of the State's counsel was responsible for the failure of one of its suits instituted by the State to enforce this long disputed claim. The further loss of nearly twenty years since this failure makes it all the more important that if the State is ever going to do anything in the premises it should begin at once.

TROUBLES OF THE RICH.

The lot of a millionaire is certainly not altogether a happy one if he—or she—chance to be sensitive to public criticism. For whatever he does or leaves undone he is sure to meet with condemnation from some quarter. As a general thing the cry against him is that he is not liberal enough with his wealth, does not spend enough. No matter how extensively his capital may be engaged in manufacturing or other business that gives employment to many people, it is not felt that he is living up to his duty or privileges unless he makes some show of his wealth in a personal way. He receives some compliments if he gives large sums for benevolent purposes, but Mr. Andrew Carnegie, although he has given vast amounts for public benefit, is classed by demagogues and agitators none the less as a "plutocrat" and oppressor of the poor. Mrs. Hetty Green is berated for spending nothing, but now, on the other hand, Mrs. Bradley-Martin is made a target for criticism because she is preparing to spend a large amount. Because she is to give a ball that will involve an expenditure on the part of herself and guests of a quarter of a million dollars, she is denounced as a dangerous person, likely to excite envy and discontent among the less fortunate members of the community. To observers at this distance it seems that the Rev. Dr. Rainsford is doing more to arouse this feeling of envy than any one else. Left to themselves, the people who are trying to earn an honest living and are not concerned with wild socialistic schemes for a division of wealth, would naturally rejoice over the speedy circulation among laboring classes of so large a sum of money. The ball in question may be an ostentatious and vulgar display, but there is no more direct means of getting money into the hands of those ready to earn it than by just such an entertainment. Mrs. Bradley-Martin is probably not giving it for benevolent purposes, but the money spent by her and her friends on the occasion will doubtless do more actual good than if it were distributed free among people who did nothing to earn it. It is not likely that she would so distribute it if the ball were not given, and Dr. Rainsford ought to rejoice over the fact that it leaves her hands for one cause if not for another, since the result acheived is virtually the same.

There may be some ground for Justice Harlan's peppery dissenting opinion in regard to the relative rights of shipmasters and sailors, so far as principle is concerned, but the law seems to be against him. It is not a question of what our law on the subject ought to be, but what it is. Some of our maritime legislation is very antiquated and not in touch with the spirit of the age. It is based in a considerable degree on the legislation of Great Britain, where maritime contracts are enforced with great rigor. Perhaps the law should be amended, but that is not a question for the courts to take cognizance of. In the case before the Supreme Court it appeared that the sailors who were arrested had signed articles and entered into a contract to make a particular voyage. There does not seem to be any great hardship in compelling men to comply with a contract. To use an inelegant but expressive phrase, Justice Harlan seems to have "gone off half cocked."

Mythical Fortunes.

Every now and then paragraphs appear in the papers telling how some hitherto obscure and usually poverty-stricken person has unexpectedly fallen heir to a fortune left him by some relative in foreign lands. The estate in question is invariably large, so that even if the newly-discovered heir is entitled to but a part, that share is enough to make him a Croesus among his humble neighbors. But, somehow, the account never gets so far as to describe an actual taking possession of the fortune; it is related that this proceeding is delayed only until certain formalities have been complied with, or until he crosses the Atlantic, or until the next steamship arrives and brings him the titles to the property, but, for some reason, he sinks immediately into his former obscurity, and if he really gets the money the public never hears of it. It is probable that such tales are sometimes put into circulation by crafty persons engaged in prosecuting so-called claims against other mythical estates of fabulous value in order that the hopes of the victims may be stimulated; but when they have a foundation in truth the chances are that the property inherited amounts to little compared with the imposing figures published. As showing how such things are exaggerated, a case just reported from a Pennsylvania town is in point. In this instance the estate is on this side of the Atlantic and the claimants on the other, and is that of a deceased Hungarian, who migrated to this country some years ago. He was industrious and frugal, and, before he died, was classed by his simple-minded neighbors as wealthy. The report grew as it traveled, and his heirs in the old country heard that he left large manufactories and property valued at $4,000,000. "Eminent lawyers" were engaged to look after the matter, and they, by correspondence with the consul at Philadelphia, have learned that the reputed millionaire left an estate valued at exactly $1,715, of which $907 is uncollectible. The castles built by the expectant Hungarian relatives will fall with a crash when they get this news, and their last estate will indeed be worse than their first, for $808, the collectible balance, will hardly suffice to pay the eminent lawyers for their trouble in finding how little money there is. Possibly, however, their hopes will be sustained by the belief, cunningly instilled by "promoters," that they are being deceived and the estate really exists and belongs to them. In this case they should have the sympathy and encouragement of Anneke Jans heirs, who have allowed themselves to be deceived for so long that they rather like the experience and are willing to pay liberally for it, even though there is not $808 in sight at the end of the rainbow.

It isn't comfortable, especially when the gas runs low, but the cold weather has its merits nevertheless. Some persons profess to like it, and ought to have the full privilege of gratifying their unaccountable taste; it helps the plumbing business and so makes at least one class of citizens happy; it insures an ice crop and allows inexperienced consumers the temporary joy of thinking that commodity will be cheap next summer; it kills a lot of pernicious germs and so rejoices Dr. Hurty's heart; it gives the oldest inhabitant a chance to tell how much colder he has known it to be, and it freezes up the fiend who used to ask, "Is it hot enough for you?" Considering these blessings, let us see the mercury go down with composure, not to say coolness.

This is a season when your friends are apt to be bores because they insist upon telling their experiences with the cold when you want to tell yours.

BUBBLES IN THE AIR.

Still Calling.

"Does your wife call you as many pet names as she did when you were first married?"

"Er—not as many pet ones."

The Cheerful Idiot.

"I wonder," said the philological boarder, "why a fight is called a scrap?"

"Because it is a broken peace," the Cheerful Idiot explained, with his usual promptitude.

The Only Alternative.

Watts—I don't believe in this anti-high hat legislation. The nuisance can be settled without passing any ordinances.

Potts—I know it can, but somehow a man hates to hit a woman with an ax.

Another Thirst.

"Who is that bloodthirsty-looking gentleman standing by the theater?" asked the guest.

"Colonel Gore, from Kentucky," the clerk answered. "But you shouldn't judge a man by his looks. It is not blood the colonel has a thirst for. Oh, no."

West-Side Suburbs.

Herman Goetz, of Haughville, was fined $20 and costs in Magistrate Feller's court, in Mount Jackson, yesterday, for selling liquor without a license. Goetz owns the building at the corner of Michigan street and King avenue, lately occupied by James Ross, whom Goetz has sued for back rent and some barroom fixtures, and while the suit was pending he sold liquor over the bar himself, and was arrested for so doing. The case was taken from Magistrate Martin's court, in Haughville, on a change of venue. The defendant will try to appeal the case.

The special meeting of the West Indianapolis Council failed to materalize last night owing to the lack of a quorum.

THE BOYS' CLUB ANNUAL.

Practical Results Obtained by This Worthy Organization.

The annual meeting of the Boys' Club was held yesterday afternoon at Mrs. Edgar J. Foster's. Mr. T. C. Day presided. The programme included two solos by Mrs. Walter Fugate, the reports of the officers and the election, and serving of hot coffee and doughnuts. The declination of Mr. T. C. Day for further official work on account of ill health was received with regret. The following officers were elected:

President—D. W. Coffin.
Vice President—Mrs. Edgar J. Foster.
Secretary—Mrs. K. Remy Butler.
Treasurer—C. M. Zener.
Superintendent—Miss Alice Graydon.

Mr. T. C. Day, the retiring president, made an address, in which he spoke of the improvement in directness and thoroughness made in the work among the boys, in their better discipline, their sense of obligation for what is done for them and a greater respect for authority. During the year the Boys' Club has taken its place in the circle of charities of the city and the constituency of the club has been enlarged by the means of the organization of sections. The club also recognizes the gift of books from the School Board to carry on the night school at the club, and appointed Miss Wright to conduct a school three nights in the week. Mr. Day reviewed the work of the Boys' Club in New York, which was organized twenty years ago. The membership last year was 4,865 and the actual attendance during the season 62,399. In closing he said:

"I have spoken at some length to show you that the idea which we are working out in Indianapolis and which has commended itself to our citizens by practical result, has taken deep root in other communities. The Boys' Club, properly conducted, is the most efficient remedy for the trend to crime among the boys of the street and the agent most likely to lead them to good citizenship."

The report of the secretary, Mrs. Butler, was a review of the year, with its entertainments given for the benefit of the club. She made special reference to the associated work. The club has organized sections, membership in which is $1 a year. The money thus gained is to be used for the current expenses of the club. The club now has about four hundred members in the several sections, and with $1,500 the entire running expenses of the club could be met. The report of the treasurer showed the total amount raised by the ladies of the board to be $857.43 and for the permanent fund $574.15, the total subscription being $1,578.43. The expenses of the club were $1,504.50, leaving a balance of $39.55 available money and $195.60 for the permanent fund.

The report of the superintendent, Miss Graydon, was of much interest to the board. In brief it showed that 331 boys have been registered at the club, and the home of each of these boys has been visited and the conditions investigated. Of the number of boys registered some have gone away, some are awaiting and serving sentences in jail and workhouse and many live a distance from the club, so that about 220 received benefit from the club during the year. The boys coming under the influence of the club are quick to respond, and everything is done to attract them. Entertainments are given and there is friendly visiting by the superintendent and members of the board, the latter appointed by the month; there are regular mothers' meetings; there is a night school, a Sunday school and employment agency, and much material aid has been given to 168 boys and their families. Special note is made of outside assistance given. Dr. Wright performed an operation for crossed eyes on one boy, which was successful, and a summer class was conducted by L. H. Martin, who also entertained the boys at his home. These and many other things have been done and are being done daily for the boys and with beneficial results.

CROWDED LIKE CATTLE

OUTRAGEOUS TREATMENT OF PATRONS BY STREET-CAR COMPANY.

No Trailers on Six-o'Clock Evening Cars—Unsanitary Conditions Caused by This State of Affairs.

Among the staid residents who patronize the North Pennsylvania-street car line one would scarcely expect to find so much savage resentment at the manner the Citizens' Street-railroad Company is treating its patrons. Indignation meetings are held every night on the cars which go north between 5:30 and 6:30 o'clock in the evening, and one passenger, a deacon in the church, volunteered the other night to be one of a party to tie Verner and McKee to the rear platform and make them ride for two hours on the car. This was suggested as a more condign punishment than ducking them both under the ice of the canal. The complaints grow out of the outrageous manner in which the company has been crowding the cars in the last year. The Pennsylvania-street people are not alone in their grievance for the same conditions prevail over the entire city. Even on the College-avenue line, where the travel is perhaps the heaviest in the city, few of the cars going north in the neighborhood of 6 o'clock have trailers, although as far back as five years ago, when the patronage was far below that of the present time, every car at that hour of the day had a trailer.

On the North Pennsylvania-street line the seating capacity of a car is about twenty-six, and the standing room capacity, by crowding, is about equal to the seating capacity. When there are fifty people on a car it is uncomfortably crowded and yet there has not been an evening in the last six months when the 6 o'clock cars have not had from sixty to eighty-four people jammed in like sardines. This has caused much suffering to women passengers. The conductors insist on taking on every passenger that is willing to dig his elbows through the crowded mass or hang on to the railing by a little finger. Oftentimes there is a boy or two riding on the drawbar back of the rear platform. With seventy-five people squeezed in the car the conductor will shout "crowd up there a little more."

It has been frequently pointed out that there is a great danger to health in such unsanitary practice of crowding eighty-four people into a space that can hardly contain fifty. The transom windows are all closed tight, and this cold weather perhaps frozen tight, making an intensely stifling and poisonous atmosphere with the exhalations of so many human beings. This is readily apparent by poking one's head inside the car door and catching a whiff of the air after the car has gone as far north as Sixteenth street.

On no occasion in the last six months, so several observers say, has there been a vacant seat on these cars when Sixteenth street was reached, and this distance is only a scant seven blocks from the terminus of the line. Complaint after complaint has been made to the street-car company, and the company has been beseeched to put on an occasional trailer, but the people on that line have their first trailer yet to see. This same condition is to be found on all the other lines of the city, with the possible exception of the Brightwood line.

Many of the passengers are renewing the talk prevalent some years ago, when there was a threat to refuse to pay fares unless seats are provided. On several occasions the passengers have taken the control of the car in their own hands, refusing to allow any more people to crowd on to the car.

State Camp of Modern Woodmen.

The State Camp of the Modern Woodmen of America will meet at Engineers' Hall, New York street and Massachusetts avenue, Feb. 2. The session will probably last two days. One delegate for each one thousand members of the order in Indiana and one delegate at large will be elected to the head camps, which meets at Dubuque, Ia., in June. One hundred and thirty-eight delegates will be present. Recommendations as to changes in fundamental laws will be considered.

W. W. Thornton will deliver a lecture next Friday to the students of the law department of the State University. His subject will be "The Power to Tax."

ARBITRATION FAVORED

MASS MEETING IN INTEREST OF THE ANGLO-AMERICAN TREATY.

Speeches by Ex-Secretary of State Foster, Justice Brewer and Others —Letter from Cardinal Gibbons.

WASHINGTON, Jan. 26.—A large meeting of the friends of the arbitration treaty between the United States and Great Britain, now pending in the Senate, was held in the Grand Opera House here at 4 o'clock this afternoon. The call for the meeting was signed by ex-Secretary John W. Foster, who succeeded Mr. Blaine as secretary of State in President Harrison's Cabinet, Chief Justice Melville W. Fuller, of United States Supreme Court, Bishop John F. Hurst, Bishop Henry Y. Satterlee, President B. L. Whitman, of Columbian University, Rev. Dr. D. J. Stafford and other prominent citizens. The purpose of the meeting was stated in the call to be the public attestation of the approbation of the great principle of arbitration embodied in the pending treaty. The audience was a large and distinguished one, and included the delegates to the meeting of the National Board of Trade now in session here.

The meeting was called to order by ex-Secretary John W. Foster, who said in part: "Eight months ago there was assembled in this city a conference of representative citizens of almost all the States of the Union, with a view to promote the establishment of a system or method of permanent arbitration between the United States and Great Britain. A national organization was then effected, and the movement was universally regarded as a patriotic and humane work. When, by the transmission to the Senate of the recently signed treaty it was made public that the President and secretary of state had agreed with the government of Great Britain on a convention which gave promise of an early realization of our long-cherished hope, we, who participated in that conference, felt that it was eminently fitting that the friends of arbitration resident in this city gathered from the various States of the Union should be afforded an opportunity to come together and manifest their gratification at this important step taken in the direction of permanent peace between the two great English-speaking nations, and, if they saw fit, to express the hope that the Senate of the United States would place the stamp of its approval upon this great instrument. But it is proper to say that in calling this meeting it has not been in any spirit of criticism or impatience. We recognize the fact that under a provision of the Constitution which experience has proved to be a wise one the Senate is made a part of the treaty making power and has a duty to discharge co-ordinate with the national executive. We also recognize that this Nation has great interests on this hemisphere which should not be made the subject of arbitration with any European nation. It is believed that these interests have been carefully guarded in the pending treaty, but if, after mature consideration, the Senate should find it expedient and possible to make the language of the treaty more explicit in this respect, such action should be regarded as prudent statesmanship. I, however, venture to express the hope that the final action of that body will not be such as to defeat the treaty, as it would thereby disappoint the hopes of the great majority of the people of the United States and discredit our government in the eyes of the civilized world."

Hon. Gardiner G. Hubbard, president of the American Geographical Society, was elected chairman of the meeting, and on taking the chair said in opening: "We are not here to discuss the provisions, or to criticise its effect. We admit its imperfections and its incompleteness, but we believe these very imperfections and this incompleteness attest its integrity, its earnest purpose and noble aim."

Mr. Justice Brewer, of the United States Supreme Court, followed. He said that, although he was earnestly in favor of the pending treaty, he would not trespass in the slightest degree on the prerogative of the Senate to carefully and thoughtfully consider it in all aspects, and to accept what was good and to reject what was bad. He did not believe in saying to them "you must adopt it." The great question should not be approached with the thought of whether we can secure a tribunal that will always decide our way. The main question is, how to secure an independent and impartial court, and then send to it all of these vexatious and peace-disturbing questions. Courts sometimes make mistakes, but what are these mistakes as compared with the waste and carnage of war? "I am in favor of this treaty," said the speaker, "because it gives us for the first time in our national life a chance to arbitrate our differences. The first step is the most important one. This is our opportunity, and who can say when another such an opportunity shall come to us?"

Other brief addresses were made by Thomas Nelson Page, President Whitman, of Columbian College, and ex-Senator Henderson, of Missouri. A letter from Cardinal Gibbons was read, expressing his regret at not being able to attend the meeting and closing as follows:

"While I am heartily in sympathy with the object of this meeting, and ardently hope that the promise held out to us by this treaty of settling our disputes without the threats and rumor of war, so disturbing to public peace and business, will be fulfilled; I regret that a previous engagement, which I cannot postpone, will prevent me from joining in person the distinguished gentlemen who have issued the call in approving the principle of arbitration. For this cause a joint letter has been published expressing the sentiments of Cardinals Vaughan and Logue and myself. I am sure that, not less ardently than I, they hope their efforts in the cause of peace will not be in vain."

The following resolution was unanimously adopted:

"The citizens of Washington, in public meeting assembled, desire to attest their approbation of the great principle of international arbitration, as embodied in the treaty between this Republic and Great Britain now pending in the Senate. Believing this treaty to be a distinct advance towards the best civilization, and trusting that it may prove a helpful example to other nations, we shall hail with joy and patriotic pride its confirmation by the Senate of the United States."

WANTS THE TREATY REJECTED.

An Illinois Legislator Denounces the Arbitration Agreement.

SPRINGFIELD, Ill., Jan. 26.—In the State Legislature to-day Representative R. C. Busse, of Chicago, offered the following joint resolution, as a special order for discussion Thursday:

"Whereas, a treaty offensive and defensive has been signed by Grover Cleveland, President of the United States of America, and Richard Olney, secretary of state of the United States of America, and Sir Julian Pauncefote, the British ambassador at Washington, and,

"Whereas, said treaty is inimical to the interests of the United States in contravening the Monroe doctrine and is repugnant to the wise counsels of Washington against entangling foreign alliances, and,

"Whereas, said treaty exalts monarchy and subordinates democracy by specifically naming King Oscar of Sweden and Norway as umpire in disputes between Great Britain and the United States, and,

"Whereas, the United States should be free from and untrammeled by any monarchical influence or intrigue in matters pertaining to the American continent, therefore, be it

"Resolved, by the House of Representatives, the Senate concurring, That said treaty should not be approved by the Senate of the United States as being in derogation of this Nation's rights, a barrier to our progress and subversive of our just aspirations.

"Resolved, further, That the clerk of the House be directed to mail a copy of these resolutions to the Senate committee on foreign affairs of the United States, and to each member of the United States Senate from the State of Illinois."

American Peace Society's Views.

BOSTON, Jan. 26.—In accordance with instructions formulated by the directors of the American Peace Society an expression in regard to the pending treaty of arbitration between the United State and Great Britain has been proposed and has been forwarded to the President, secretary of state and the Senate. It is, in part, as follows:

"The judicial integrity of our English-speaking race is a pledge of impartial justice, so that disputes may no longer be settled by war, but will yield to the discussion of intellectual champions and decisions of tribunals of ancient and honored juries. We believe that this treaty and its essential principle mark a new epoch in civilization, a worthy culmination of the century. Peace between the nations of the world is the essential foundation of international brotherhood and human progress; peace not so much as a probable outcome of discord, but assured peace; peace protected by solemn treaties of arbitration founded on the rocks of justice."

SEELEY ET AL. INDICTED.

Charged with Conspiring to Procure Indecent Exposure of Women.

NEW YORK, Jan. 26.—The grand jury to-day indicted Herbert Barnum Seeley, James H. Phibbs and Theodore Rich in connection with the recent dinner given by Mr. Seeley at Sherry's. The indictments charge them with conspiring to procure the indecent exposure of two certain dancing women. The men will be required to plead to the indictment in the Court of General Sessions to-morrow.

TRADE AND INDUSTRY

ANNUAL MEETINGS OF TWO GREAT COMMERCIAL ORGANIZATIONS.

National Board of Trade and National Association of Manufacturers—Former Favors Arbitration.

WASHINGTON, Jan. 26.—The National Board of Trade, at its first session to-day, re-elected as president the venerable Frederick Fraley, of Philadelphia, who was absent from the meeting by reason of the illness of his wife. Mr. Fraley is ninety-three years of age, and has been president of the board continuously since its organization. Ex-Governor E. O. Stannard, of St. Louis, was elected temporary chairman. After a number of routine matters had been disposed of the following resolutions were unanimously adopted:

"Resolved, by the National Board of Trade, That every consideration of our material interests and the highest prosperity and happiness of our people at home; the extension of our interests and cementing of amicable relations abroad, and the advancement of civilization, enlightened liberty and good will throughout the world, require that a treaty of arbitration between the government of Great Britain and the United States shall be approved.

"Resolved, That we regard the pending treaty of arbitration as unsurpassed in importance by any international negotiation in the history of civilization, and if consummated not only will peace with its harvest bless the land, but its benign influence will extend to all nations.

"Resolved, That the questions of minor importance have little significance in comparison with and should not delay or jeopardize the adoption of the principle which would substitute for the arbitrament of war the rational and peaceful solution by argument of all controversies that may arise between these great English-speaking nations.

"Resolved, That with full faith in the sincerity and patriotism of the United States Senate, we respectfully lay before it the foregoing expressions of our earnest desire for the approval of the pending treaty, after that deliberation which its transcendant importance demands, and await in confidence the result of its deliberations."

Copies of the resolutions were ordered sent to all United States senators, the Association of the Chambers of Commerce of Great Britain and Secretary Olney.

The session to-day was devoted mainly to organization, the reading of reports and the grouping of the various resolutions to be presented for consideration of the board for references to the proper committees. Prior to the meeting of the national body the executive committee assembled to prepare its annual report. Mr. John A. Gano is chairman of this committee and after the board assembled the report of the committee was presented. It gave a lengthy account of the progress before Congress of legislation approved at the last meeting of the board and urged since by the various committees for that purpose.

Mr. W. R. Tucker, secretary and treasurer of the board, read the financial report, showing that about $3,000 had been expended during the year and that $500 remained in the treasury.

The application from the Detroit Board of Trade, which withdrew last year, was received and properly referred. The resignation of the Indianapolis Board of Trade was accepted, but in view of the renewed interests of Indianapolis in national work, as shown by the monetary conference, Messrs. Stannard and Gano were named to confer with the Indianapolis board in regard to the matter. The following resolution, presented by the Boston Chamber of Commerce, was unanimously adopted:

"Resolved, That the National Board of Trade urges the enactment by Congress of a law abolishing compulsory pilotage for sailing vessels in the coastwise trade."

MANUFACTURERS.

Second Annual Convention of Their National Association.

PHILADELPHIA, Jan. 26.—The second annual convention of the National Association of Manufacturers opened this morning in Horticultural Hall. There were nearly 300 delegates present. The convention was a little late in getting down to work, owing to the big fire on Market street, only a few blocks away. The address of welcome was to have been delivered by Mayor Warwick, but owing to his being required at the scene of the fire Charles Heber Clark acted in his stead. Immediately after this President Search announced the annual committees of the convention, after which he delivered his annual address. He said in part: "A review of the work that has been accomplished during the past year shows that the National Association of Manufacturers, although now but two years old, has reached a position of influence and importance, both at home and abroad, which promises great benefit to the vast interests represented by our membership. When we assembled in Chicago, one year ago, for our first annual convention our association numbered about 300 enrolled members; there now stand upon our membership lists names of nearly 900 manufacturers." Continuing, the speaker referred to the commission of the association to South America last summer to investigate the trade conditions in Brazil and other countries. Referring to the establishment of sample warehouses in Spanish-American countries, Mr. Search said: "Although we have not yet opened our first foreign warehouse, we are in a position to establish such a depot with little further delay." The remainder of the address dealt with our trade relations with Mexico and opportunities in China and the necessity for the early completion of the Nicaragua canal; also for the restoration of our merchant marine. Considerable attention was also given to the tariff. On this he said: "I believe the necessity for taking the tariff out of politics and considering it upon a strict business basis was never so generally recognized as it is at present, and I believe the views of those who accept the principle of protection as well as those opposed to such theories never were more marked by moderation than at this time." The speaker then took up separately the subjects of reciprocity in international trade; reform of the consular service; the national bankrupt law; uniform freight classification, and other matters of interest to the members.

The report of the committee on transportation was read by Secretary Wilson. The committee reported that the sole topic acted upon by the convention in Chicago on the subject was embodied in a resolution, subsequently introduced into Congress in the form of a bill authorizing a classification of freight articles and rules, regulations and conditions for freight transportation, to be known as the National Freight Classification.

T. H. Martin, of Georgia, then submitted the report of the committee on Mexican affairs. It states that while the commerce of the country is now limited, there has been an industrial revolution there within the past ten years, although it will require time to complete the reforms inaugurated. An inevitable result of this advancement will be an increase in Mexico's foreign trade and it is suggested that American manufacturers immediately begin a campaign to secure their proper share. The committee does not report favorably on the plan for an exposition in the City of Mexico. In conclusion the committee emphasizes the importance of sending men of character and ability to act as salesmen in Mexico, and recommends the establishment in that country of a bank that would discount notes given in settlement for purchases.

Chairman Thomas B. Egan submitted the committee on reciprocity report, and ex-Mayor Chas. S. Schieren, of Brooklyn, presented the report of the committee on commerce and manufactures.

The reading of the reports had no sooner been disposed of than Chas. Heber Clark, of Philadelphia, moved that a special committee of five be appointed to frame and present a resolution on the question of tariff to be discussed to-morrow. Being carried, the president appointed the following: Chas. Heber Clark, of Pennsylvania; G. J. S. Seabury, of New York; F. S. Fish, of Indiana; J. A. Hanson, of Georgia, and L. S. Jewell, of Connecticut. The convention then adjourned until to-morrow.

Immediately after the session, the special tariff committee met in the Manufacturers' Club. While nothing would be stated officially, it was understood that the committee favored a strong protective tariff and reciprocity.