REPORT OF THE CONDITION

—OF THE—

Merchants' National Bank

OF INDIANAPOLIS.

—AT THE—

Close of Business, Friday, June 30, 1899.

RESOURCES:

Loans		$1,581,039.83
United States bonds		50,000.00
City of Indianapolis, Marion and other county bonds		399,329.86

CASH RESOURCES.

U. S. bonds to secure deposits	$860,000.00	
U. S. bonds on hand	33,900.00	
Due from banks	1,559,827.66	
Due from U. S. Treasury	2,250.00	
Cash (gold $356,935.00)	821,886.27	$3,277,863.93
Bond premiums		78,925.00
Vault, safe and furniture		15,000.00
		$5,402,158.62

LIABILITIES.

Capital stock	$1,000,000.00
Surplus fund and profits	173,654.17
National bank circulation	45,000.00
Deposits	3,323,504.45
United States deposits	860,000.00
	$5,402,158.62

OFFICERS:

J. P. FRENZEL, President.
O. N. FRENZEL, Vice President.
FRED'K FAHNLEY, 2d Vice Pres.
O. F. FRENZEL, Cashier.
GEO. B. CALDWELL, Ass't Cash.

STATEMENT OF THE CONDITION

—OF—

The Marion Trust Co.

—AT—

Close of Business, June 30, 1899.

ASSETS.

Unpaid capital stock	$150,000.00
Mortgage loans	482,786.93
Miscellaneous bonds	171,066.20
Real Estate, Ins. and Rental Dept	1,147.15
Advances to estates	2,629.92
Furniture and fixtures	2,102.53
Government bonds	52,000.00
Bond premiums	5,664.30
Cash	60,231.26
Trust securities	98,693.84
Accrued interest	10,293.52
Total	$1,036,615.65

LIABILITIES.

Capital stock	$300,000.00
Undivided profits	37,554.15
Savings deposits	485,473.60
Certificates of deposits	86,309.38
Real Estate, Ins. and Rental Dept	3,027.82
Trust deposits	121,760.12
Accrued interest	2,490.58
Total	$1,036,615.65

OFFICERS.

JOSEPH T. ELLIOTT, President.
FERDINAND WINTER, Vice President.
PRESTON T. KELSEY, 2d Vice President.
P. C. TRUSLER, Secretary and Treasurer.

DIRECTORS.

JOSEPH T. ELLIOTT. M. J. OSGOOD.
S. J. FLETCHER. C. N. THOMPSON.
S. P. SHEERIN. BYRON K. ELLIOTT.
P. T. KELSEY. S. A. MORRISON.
FERDINAND WINTER. CHAS. LATHAM.
GEO. G. TANNER. J. A. LEMCKE.

At many points in life many people need advice as to the conduct of business affairs; need it most, perhaps, when least they think so. Wise counsel is of the nature of the stitch in time that saves nine. An excellent discretion is often the taking of the tide at the flood that leads on to fortune.

THE INDIANA TRUST COMPANY is devoted to the prudential management of the business affairs of life. Its service knows no interruption, for it has perpetual existence. It is founded financially on a vast capital ($2,000,000 in all) as a guaranty of security. Its directors and officers, directly interested and involved in its success, are chosen because of their experience in and knowledge of the avenues of investment and their conservative management of affairs.

—THE—

Indiana Trust Co.

OFFICES: Indiana Trust Building.

Capital, : $1,000,000

Surplus, : $65,000

Executors and Administrators

Of estates and others desiring to be relieved of their duties as such can secure the services of

The Marion Trust Co.,

(N. E. cor. Monument Place and Market St.)

For a reasonable charge and thereby avoid the unpleasant duty of performing such offices or of asking their friends to act for them.

SAFE DEPOSITS.

S. A. FLETCHER & CO.'S

SAFE DEPOSIT VAULT

36 East Washington Street.

Absolute safety against fire and burglar. Policeman day and night on guard. Designed for safe keeping of Money, Bonds, Wills, Deeds, Abstracts, Silver Plate, Jewels and valuable Trunks, Packages, etc. Contains 2,100 boxes.

Rent $5 to $45 per year.

JOHN S. TARKINGTON.......Manager.

VITAL STATISTICS—JULY 1.

Births.

Anna and Albert Miller, 1243 Malott avenue, boy.
Jennie and Alfred D. Jensen, 1707 English avenue, girl.
Minnie and Schuyler M. Johnson, 38 South State street, girl.
Minnie and Marion A. Dunn, 1537 Pleasant street, girl.
Kate and Harvey D. Glazier, 432 Irving place, girl.
Nannie and William Dodd, city, boy.
Marie and Daniel M. O'Connell, 528 South Delaware street, girl.
Susan and Frederick Bohrmann, 220 South Noble street, girl.

Deaths.

Christian Unger, fifty-five years, 316 Dunlop street, cancer.
Elizabeth Gold, eight months, 1424 Rembrandt street, cerebro-meningitis.
Robert Blackwell, three years, 734 Indiana avenue, tonsilitis.
Mary A. Mitchell, thirty years, 1139 Oregon street, tuberculosis.
Ella Davis, nineteen years, 779 Center street, diphtheria.
Mabel Hines, six months, 522 Spring street, intersusception.
Mrs. Schafer, sixty-five years, 915 East St. Clair street, septic absorption.

Marriage Licenses.

Orville C. Pratt and Martha C. Riley.
John T. McGuire and Maud Meade.
Louis C. Gill, jr., and Amelia F. Lawton.
Arthur S. Long and Mahala A. Wilson.
Gottlieb Camphausen and Sarah M. Heidt.
David A. Anderson and Minnie Fisher.

Building Permits.

Mrs. E. B. Turner, frame dwelling, New Jersey street, between Fourteenth and Fifteenth streets, $2,000.
John B. Jeup, frame dwelling, Walcott street, between Ohio and New York streets, $2,190.
B. E. Elmer, repairs, 618 South East street, $700.
Lloyd Taylor, frame cottage, 1306 Wright street, $1,000.

AN ADVANCE EXPECTED

STOCK MARKET RECOVERED LAST WEEK AND CLOSED STRONG.

Some Great Railway Combinations, with Better Reports, Give Bulls New Courage—Local Trade Promising.

At New York, Saturday, money on call was 3@6 per cent. and firm; last loan, 3 per cent.

Prime mercantile paper, 3¼@4 per cent.

Sterling exchange was steady, with actual business in bankers' bills at $4.87¼@4.87½ for demand, and at $4.85¼@4.85½ for sixty days; posted rates, $4.86@4.87 and $4.88½@4.89; commercial bills, $4.85.

Silver certificates, 60@61c; bar silver, 60¼c; Mexican dollars, 48½c. At London bar silver closed steadier at 27¾d an ounce.

The imports of dry goods and merchandise at the port of New York for the week were valued at $10,873,361. Exports of gold and silver to all countries for the week aggregate $775,934, silver bars and coin, and $5,075,942 gold. Imports of specie, $14,852 in gold and $49,029 silver.

The New York weekly bank statement shows the following changes:

Surplus reserve, decrease	$11,243,250
Loans, increase	8,015,600
Specie, decrease	11,537,300
Legal tenders, decrease	855,200
Deposits, decrease	3,877,000
Circulation, decrease	300,000

The banks now hold $14,274,550 in excess of the requirements.

The New York Financier says: "The statement of the associated banks for the week ending July 1 shows some of the heaviest changes in months, due not so much to unfavorable influences as to the operation of the half yearly period. The three factors which have served to reduce the cash reserves by nearly eleven and one-half millions are the gold exports, treasury debts and the midsummer dividend period. Under present conditions it may be said safely that no more gold will go to Europe unless an exceedingly fancy rate is paid for it. As for the treasury, it is known that for some time past the banks have been losing steadily to the government, owing to transfers of deposits and the growing excess of customs payments over the disbursements. This is a very satisfactory feature of the situation, showing, as it does, a return to a period of normal business, but for the time being, it is taking more or less money out of circulation. Beginning with July, however, the treasury will have heavy payments in the way of bond interest and other expenses to meet and this will allow the banks to recoup some of their previous losses. In the same manner the institutions will begin to show the effect of the enormous July disbursements and while the crop season is not far distant, it is to be expected that the money movement will continue this way for a time. An unusual incident has been the shipping of gold from New York to the interior during the past few days. Canada has also been drawing gold. That the banks, in the face of the continued drain on their resources, are able to maintain their loans at the highest figure ever known and still report fourteen millions excess reserve, is regarded as abundant proof of their strength. How the statement will affect interest rates is not known, but since any material advance is certain to result in a rush of idle capital to this center, a stringency in the local market is regarded as highly improbable. The current statement shows that the larger banks, which have been carrying the greater proportion of surplus reserves, have lost heaviest, so that the reduction does not mean that the banks as a rule are at the limit of their loaning power."

Total sales of stocks amounted to 277,157 shares, including: American Sugar, 15,100; Atchison, 32,000; Atchison preferred, 73,000; Brooklyn Transit, 81,000; Burlington, 19,600; Manhattan, 9,400; Rock Island, 18,300; St. Paul, 22,400; Union Pacific, 10,800; Union Pacific preferred, 11,800; New York Central, 12,200; Pennsylvania, 40,100.

FRESH DEMAND FOR STOCKS.

The remarkable demand for the standard railroad stocks continued as strong Saturday as it was Friday, and applied to much the same stocks. Pennsylvania took the foremost place, both in respect to activity and strength. The stock showed the largest gain at the opening and held its leadership without change throughout the day, closing at the top level, 3¾ points above Friday night's price. Study of the May report of earnings was the primary cause of the strength of this stock, but there were also rumors in circulation that the incursion of New York Central into New England was to be followed by a similar move on the part of the Pennsylvania to lease of the New Haven road. The sustaining strength of New York Central at its high level doubtless prompted some large buying of Pennsylvania, already paying 1 per cent. more per annum in dividends than New York Central and selling so far under the latter. The extraordinary railway earnings reported from every section of the country was the motive for the buying in that department. The grangers were all in good demand and gained a point or over on the day. St. Paul led in point of activity, but Rock Island showed the largest gain in price. Burlington felt the effect of profit-taking on the publication of the May statement, showing an increase in the surplus for the month of $150,000. The Union Pacific stocks enjoyed the benefit of a strong showing in the May statement and rose over a point. The early strength was largely confined to the leading railroad stocks, but became general after the publication of the bank statement on covering by shorts, who were disappointed at the failure of the market to weaken. There was early weakness in the specialties on the injunction against the payment of dividends on Federal Steel and on talk of an imminent strike on street-railway lines, but disclaimers of an intention to strike by labor leaders, and the strength of Sugar on the decline in raw sugars, helped this department, as did the strength of Anaconda. Consolidated Gas was strong on talk of a settlement of the rate war. International Paper and American Smelting weakened sharply on the late transactions. Bonds were moderately active and strong.

In the ordinary course of events the operator in stocks and securities is influenced by the expected rather than by present conditions. Except when some sudden and unforeseen event is precipitated the course of prices always reflects a forecast and as far in the future as the operator is willing to rely on his judgment to penetrate. Thus the professional operators sold stocks a week ago on the well-grounded belief that the course of events would inevitably lead to a squeeze in the money market before July 1. Last week, although the break had not occurred, stock operators began to look beyond to the period of abundant money which will come with the disbursement of July interest and dividends, and have bought stocks in anticipation of that condition. Operators who sold short a week ago have also been buying to cover their contracts and take their profits, thus helping on the rising tendency. But the most important influence of the week was the strength of New York Central, corroborative as it was of the rumors of impending consolidations of Vanderbilt railroad interests. This comes under the head of sudden and unforeseen events, though the long continued firmness of New York Central at a price above a fair investment value for a 4 per cent. stock has clearly indicated a faith by insiders of coming favorable developments. The successful results of the merging of the Lake Shore and the Michigan Central into the New York Central are already becoming apparent in higher efficiency and lower operating expenses.

THE VANDERBILT PLAN.

The railroads in which the Vanderbilt holdings are influenced form so vast a ramification that a comprehensive plan of consolidation such as W. K. Vanderbilt is said to favor is no less feasible, considering the conditions and tendencies of the times, than was the original lines from New York to Chicago achieved by Commodore Vanderbilt. The widespread belief that the present Vanderbilt interests contemplate a transcontinental line from Boston to the Pacific was reflected during the week in the sympathetic strength with New York Central of Chicago & Northwestern, St. Paul & Omaha, Union Pacific, Oregon Short-line securities and Oregon Navigation. The strength in New York Central was the most influential factor in inducing the buying of railroad stocks in anticipation of the rise which Wall-street traders believe is sure to come after July 1. The much improved condition of the country's crops and the springing up of a cash demand for wheat and corn from domestic sources and also for export have also been influences. The large grain movement being added to the already heavy freight movement of merchandise of all classes, has brought the current railroad earnings up to unprecedented figures. The May statements of earnings also show some striking reductions in operating expenditures for railroads in the Southwestern region, which mark the conclusion of extraordinary outlays for betterment, which have been in progress for some time and which were charged to operating expenses. Railroads in the Northwestern region, in contrast, seem to be putting their heavy gross earnings into the property, but they showed no fall in the value of their securities on that account. The attitude of London towards American securities has become very favorable. Buying from that source has been large during the week and has made sufficient sterling exchange to effectually break the exchange market and preclude the likelihood of further shipments of gold.

Money rates have been high in London, even with credits extended to the open market by the Bank of England of upwards of $26,000,000, resulting in a sharp decline in the bank's already low reserve. But there, as in New York, confidence is felt in an abundance of money after July 1. The Bank of France has also enormously expanded its loan for the relief of the market, and the Bank of Germany has pursued the same course. The industrial activity in Germany continues unabated, the conditions in the iron and steel trade being similar to those in this country. But there, speculation in securities of iron and steel companies is on a large scale, while here the securities of these companies have fallen into almost complete neglect and sag away in spite of strength in the general market. But the rate of capitalization in Germany is low enough to allow dividends of 15 per cent. last year, and this on some of the steel shares, while the plaint of holders is they were not increased 20 per cent. this year. The industrials generally have been in disfavor in the New York market the past week and the railroad shares separated themselves from the industrials. Profit-taking was caused, to some extent, by the stiffening of the money rate, but liquidation was not to a large extent and standard shares ended at about the highest.

There has been an enlarged business in bonds and an advancing tendency in prices.

The following table, prepared by L. W. Louis, Room 11, Board of Trade, shows the range of quotations:

Name.	Opening.	Highest.	Lowest.	Closing.
Atchison	19⅝	19¾	19⅝	19¾
Atchison pref	58⅝	58½	58	58½
Baltimore & Ohio	....	....	....	49½
Canada Pacific	....	....	....	98
Canada Southern	....	....	....	54¼
Central Pacific	....	....	....	52⅞
Chesapeake & Ohio	....	....	....	26⅛
Chicago & Alton	....	....	....	158
C., B. & Q.	....	....	....	137⅝
C. & E. I.	....	....	....	74
C. & E. I. pref	....	....	....	120
C., C., C. & St. L.	....	....	....	58
C., C., C. & St. L. pref	....	....	....	98
Chicago Great Western	....	....	....	14¾
Chi., Ind. & L.	....	....	....	9½
Chi., Ind. & L. pref	....	....	....	40
Chicago & Northwestern	....	....	....	162½
Delaware & Hudson	....	....	....	122⅞
D., L. & W.	....	....	....	170¾
Denver & Rio Grande	....	....	....	22⅝
Denver & Rio Grande pref	....	....	....	78⅜
Erie	....	....	....	13⅜
Erie first pref	....	....	....	35⅝
Fort Wayne	....	....	....	184
Great Northern pref	....	....	....	170½
Illinois Central	....	....	....	115¾
Lake Erie & Western	....	....	....	17⅝
Lake Erie & Western pref	....	....	....	71
Lake Shore	....	....	....	201½
Louisville & Nashville	71	71½	71	71⅜
Manhattan	118¼	118½	117⅞	118⅜
Missouri Pacific	44⅜	44⅞	44¼	44⅞
Michigan Central	....	....	....	111
Mo., Kan. & Texas pref	35¼	35½	35	35
New Jersey Central	....	....	....	117¾
New York Central	140¼	140⅞	140	140¾
Northern Pacific	49½	49⅞	49⅜	49⅞
Northern Pacific pref	77¾	78	77¾	78
Reading	....	....	....	20⅞
Reading first pref	....	....	....	61⅛
Rock Island	117½	118⅝	117¼	118½
St. Paul	131¼	132	130⅞	132
St. Paul pref	....	....	....	174½
St. Paul & Omaha	....	....	....	106½
St. Paul & Omaha pref	....	....	....	175
Southern Pacific	....	....	....	32½
Texas Pacific	....	....	....	20
Union Pacific com	42⅜	45⅛	43⅜	45
Union Pacific pref	78⅛	79⅛	78	79¼
Wabash	....	....	....	7⅝
Wabash pref	....	....	....	21⅞
Wheeling & Lake Erie	....	....	....	9⅛
Wheeling & Lake Erie pref	....	....	....	24⅛
EXPRESS COMPANIES.				
Adams Express	....	....	....	111
American Express	....	....	....	136
U. S. Express	....	....	....	48
Wells-Fargo Express	....	....	....	126
MISCELLANEOUS.				
American Wire	....	....	....	53¾
American Wire pref	....	....	....	94⅛
American Cotton Oil	....	....	....	36⅞
American Cotton Oil pref	....	....	....	92
American Spirits	6½	6½	6½	6½
American Spirits pref	....	....	....	30⅜
American Tobacco	92	92	92	92
American Tobacco pref	....	....	....	139
People's Gas	120¼	121	120⅛	120½
Brooklyn Transit	....	....	....	115
Consolidated Gas	....	....	....	188
Commercial Cable Co	....	....	....	179
General Electric	....	....	....	117
Federal Steel	....	....	....	58⅞
Federal Steel pref	....	....	....	81
Lead	....	....	....	29½
Lead pref	....	....	....	111¼
Pacific Mail	48⅜	48⅞	48¼	48½
Pullman Palace	....	....	....	160½
Sugar	155	155⅝	154⅞	155⅛
Sugar pref	....	....	....	117
Tennessee Coal and Iron	64½	64⅞	64½	64⅞
U. S. Leather	....	....	....	5¾
U. S. Leather pref	70⅝	71¼	70⅝	71¼
U. S. Rubber	....	....	....	53
U. S. Rubber pref	....	....	....	117½
Western Union	90	90	89⅜	89¾
UNITED STATES BONDS.				
U. S. fours, reg	....	....	....	112¼
U. S. fours, coup	....	....	....	112¼
U. S. fours, new, reg	....	....	....	129½
U. S. fours, new, coup	....	....	....	129½
U. S. fives, reg	....	....	....	112⅜
U. S. fives, coup	....	....	....	112⅜
U. S. threes, reg	....	....	....	108
U. S. threes, coup	....	....	....	108⅜

Saturday's Bank Clearings.

At Chicago—Clearings, $21,471,536; balances, $1,831,451. New York exchange, 15c discount. Sterling exchange, $4.87 and $4.89.

At St. Louis—Clearings, $4,051,091; balances, $451,866.

At New York—Clearings, $248,361,658; balances, $17,078,098.

At Boston—Clearings, $25,648,506; balances, $1,594,782.

At Baltimore—Clearings, $4,418,209; balances, $744,576.

At Philadelphia—Clearings, $18,037,229; balances, $3,018,403.

At New Orleans—Clearings, $1,312,895.

At Cincinnati—Clearings, $1,999,500.

LOCAL GRAIN AND PRODUCE.

Trade for July Opens with a Fine Promise—Prices Steady.

The general opinion in trade circles is that seldom has business opened on the first day of July under more favorable conditions than those now prevailing. Retail merchants are in much better shape financially than a year ago and none has large, cumbersome stocks. Prices for months have ruled so steady that nothing could be gained by stocking up heavily. Wholesale merchants are contented with small margins and there is little danger of any line of goods declining. The produce markets are active. Eggs and young chickens are in good demand. On Commission row some days the market is overstocked with fruits and vegetables and prices weaken, but they soon rally. Provisions rule steady. Flour is in better demand at unchanged prices.

During the past week there has been a little more activity to the grain market on better receipts. The week closed with track bids ruling as follows:

Wheat—No. 2 red, 72½c; No. 3 red, 67½@71½c; June, 72½c; wagon wheat, 72c.

Corn—No. 1 white, 34¾c; No. 3 white (one color), 34¾c; No. 4 white, 31¾@33¾c; No. 2 white mixed, 33¾c; No. 3 white mixed, 33¾c; No. 4 white mixed, 30¾@32¾c; No. 2 yellow, 34c; No. 3 yellow, 34c; No. 4 yellow, 31@33c; No. 2 mixed, 33¾c; No. 3 mixed, 33¾c; No. 4 mixed, 30¾@32¾c; ear corn, 33¾c.

Oats—No. 2 white, 29¾c; No. 3 white, 28¾c; No. 2 mixed, 27¼c; No. 3 mixed, 26¾c.

Hay—No. 1 timothy, $9@9.50; No. 2 timothy, $8@8.50.

Inspections—Wheat: No. 2 red, 5 cars; No. 3, 2; rejected, 4; total, 11 cars. Corn: No. 3 white, 29 cars; No. 4, 1; No. 3 yellow, 8; No. 3 mixed, 11; No. 4, 2; no grade, 1; total, 52 cars. Oats: No. 3 mixed, 1 car.

Poultry and Other Produce.

(Prices paid by shippers.)

Poultry—Hens, 8c; cocks, 3c; young chickens, 12@15c; hen turkeys, young and fat, 7½c; young toms, 5c; ducks, 4c; geese, 4c for full feathered, 3c for plucked.

Cheese—New York full cream, 10@11c; skims, 6@8c; domestic Swiss, 10@15c; brick, 9c; limburger, 10c.

Butter—Choice, 11c; poor, 5@7c; Elgin creamery, 21c.

Eggs—Candled, 11c.

Feathers—Prime geese, 30c per lb; prime duck, 10@17c per lb.

Beeswax—30c for yellow; 25c for dark.

Wool—Medium, unwashed, 18@19c; tub-washed, 20@25c; burry and unmerchantable, 5c less.

HIDES, TALLOW, ETC.

Green-salted Hides—No. 1, 8½c; No. 2, 7½c; No. 1 calf, 10c; No. 2 calf, 8½c.

Grease—White, 3c; yellow, 2½c; brown, 2¼c.

Tallow—No. 1, 3c; No. 2, 2½c.

Bones—Dry, $12@13 per ton.

LIVE STOCK.

Cattle Quiet and Strong—Hogs Active and Higher—Sheep Steady.

INDIANAPOLIS, July 1.—Cattle—Receipts light; shipments none. There were few on sale. The market was quiet at steady to strong prices and looks favorable for the future.

Export grades	$4.90@ 5.40
Killers, medium to good	4.60@ 4.80
Killers, common to fair	4.00@ 4.35
Feeders, good to choice	4.25@ 4.65
Stockers, common to good	3.50@ 4.50
Heifers, good to choice	4.25@ 4.75
Heifers, fair to medium	3.90@ 4.15
Heifers, common and thin	3.50@ 3.75
Cows, good to choice	3.85@ 4.25
Cows, fair to medium	3.40@ 3.75
Cows, common and canners	2.50@ 3.00
Veals, good to choice	6.00@ 7.00
Veals, common to medium	2.50@ 5.00
Bulls, good to choice	3.65@ 4.00
Bulls, common to medium	3.00@ 3.40
Milkers, good to choice	35.00@45.00
Milkers, common to medium	20.00@30.00

Hogs—Receipts, 6,000; shipments, 3,000. The market opened fairly active, with packers and shippers buying at a general advance of about 5c. All sold.

Heavies	$3.85@3.95
Mixed	3.85@3.92½
Lights	3.90@3.95
Pigs	3.25@3.90
Roughs	3.10@3.70

Sheep and Lambs—Receipts light; shipments none. Most of the offerings were of common stockers and sheep, which are slow sale. All desirable kinds are in demand at steady prices.

Sheep, good to choice	$3.50@4.00
Sheep, common to medium	2.75@3.40
Yearlings, good to choice	4.50@5.00
Yearlings, common to medium	3.75@4.25
Bucks, per head	3.00@5.00
Spring lambs, 30 lbs and up	4.50@5.50

Elsewhere.

CHICAGO, July 1.—There were not enough cattle offered to-day to make a market. A few head of medium grade steers were disposed of at yesterday's ruling prices, but quotations were almost altogether nominal. A large supply is looked for on Monday on account of the recent advance in prices.

Hogs were in active demand and prices ruled about 5c higher; light hogs sold at $3.75@4; mixed, $3.70@3.95; heavy, $3.55@3.95; pigs brought $3.40@3.90 and culls $1.70@3.60.

The market for sheep and lambs was mostly nominal, as offerings were light; sheep were quoted at $2@3 for culls up to $5@5.25 for choice flocks; yearlings, $4.50@6.25; clipped lambs, $4.50@7.40; spring lambs, $4@7.25.

Receipts—Cattle, 150; hogs, 17,000; sheep, 500.

EAST BUFFALO, July 1.—[Special.]—Ransom, Mansfield & Co., live stock commission dealers, report: Cattle—Receipts, 12 cars, bulk Canadas. Market dull for stockers and 10@15c lower; Canada calves and yearlings, $4.65@4.75; Michigan feeders, $3.90@4.35; veals, $5@6.50; several loads held over.

Hogs—Receipts, 12 cars. Market steady; bulk of sales mixed mediums, Yorkers and pigs, $4.12½@4.15; heavy hogs, $4.10; roughs, $3.50@3.60; closed steady.

Sheep—Receipts light, 5 cars. Market dull and tending lower; best spring lambs, $6.50@6.75; culls to good, $4.75@6.25; mixed sheep, $4.25@4.75; culls to good, $2@4; wethers, $4.90@5.10; bulk sold; closed weak.

ST. LOUIS, July 1.—Cattle—Receipts, 100. Market steady to strong; fair to choice native shipping and export steers, $4.90@5.30, with fancy worth up to $5.50; dressed beef and butcher steers, $4.10@5; steers under 1,000 lbs, $3.30@5.10; stockers and feeders, $3@4.70; cows and heifers, $5; bulls, $2.85@3.65; canners, $1.50@2.85; Texas and Indian steers, $3.60@5; cows and heifers, $2.50@4.25.

Hogs—Receipts, 3,500. Market 5c higher; pigs and lights, $3.85@3.95; packers, $3.80@3.90; butchers, $3.85@3.90.

Sheep—Receipts, 2,300. Market steady; native muttons, $3.75@4.50; spring lambs, $4.35@6.75; culls and bucks, $1.75@4.25; stockers, $3@3.50.

KANSAS CITY, July 1.—Cattle—Receipts, 100. Market unchanged; heavy native steers, $5.15@5.40; medium, $4.85@5.25; light, $4.50@5.20; Texas steers, $3.85@4.10; Texas cows, $2.75@3.50; native cows and heifers, $2@5.45; stockers and feeders, $3.45@5.10; bulls, $3.10@4.25.

Hogs—Receipts, 4,000. Market strong to 2½c higher; bulk of sales, $3.75@3.85; heavy, $3.75@3.92½; packers, $3.70@3.85; mixed, $3.65@3.80; light, $3.67½@3.75; Yorkers, $3.70@3.75; pigs, $3.50@3.70.

Sheep—Receipts, 2,500. Market firm; lambs, $4@6.75; clipped muttons, $4@5.50; stockers and feeders, $3@4.60; culls, $2.50@3.50.

NEW YORK, July 1.—Beeves—Receipts, 596. None for sale. Exports, 670 cattle and 5,386 quarters of beef. Calves—Receipts, 150. Very little inquiry; good veals, $6.37½; buttermilks nominal.

Hogs—Receipts, 2,580. Market nominally steady.

Sheep and Lambs—Receipts, 8,621. Supply heavy and demand moderate; sheep steady for good and others weak; lambs lower; common to choice sheep, $3.37½@5.25; common to extra lambs, $5.25@7.27½.

CINCINNATI, July 1.—Cattle steady at $3.25@5.15.

Hogs active at $3.15@3.95.

Sheep easy at $2.25@4.25; lambs quiet at $4.75@6.75.

"JOE" WHEELER'S ODDITIES.

Peculiar Characteristics of the Alabama General—A Generous Man.

Washington Special in Boston Transcript.

Gen. Joseph Wheeler, who delivered the Memorial day oration in Boston before the Edward W. Kinsley Post, is getting to be a hard man to understand. He seems to have a mania for war. If by any chance hostilities should suddenly cease in the Philippines, and our international horizon should become entirely cloudless, General Wheeler would need to call in physicians to administer sedatives and clergymen to administer consolation. It will be recalled that on the occasion of the funeral of his son, who was drowned at Montauk while in the military service, General Wheeler, in an interview, expressed his belief that war with Spain would break out again, that the truce then pending was only a recess—which would be followed by severer hostilities. When that prediction proved groundless, Gen. Wheeler began to look with lingering and longing eyes toward the Philippines. If the President was in town, he was an almost daily visitor at the White House. As far as could be learned, the objects of these visits was to importune the President to send him to the Philippine islands for active service. Wheeler does not like to be on waiting orders as a brigadier general. He would rather serve in Congress than do that, and it is his frequently announced determination to lay down his military commission and devote himself to the tame duties of a representative unless he can have this active service in the Philippines.

General Wheeler's case is worthy of psychological study. When a young man he made a remarkable record as a Confederate cavalry leader, displaying rare skill and resourcefulness. The recollection of those stirring days, in spite of their hardships, has stood out in his mind ever since. He has verily thirsted for the din of battle. The outbreak of the Cuban war kindled this slumbering passion into a flame, further fanned by his nomination as a major general. At his age of life the war passion once aroused would not subside. He can never again be happy unless attacking his country's enemies. In this light, why President McKinley should have hesitated about reappointing him, upon the army reorganization which followed the close of the Spanish war, and why he should now be hesitating about sending him to the Philippines are rather difficult questions to answer. General Wheeler's original appointment, with that of Fitzhugh Lee, of Virginia, appealed strongly to the sentimentality of the country; it seemed as if the bloody chasm of sectional feeling had been bridged. The very circumstance made extraordinary heroes of Wheeler and Lee. This was soon found out by Mr. Bailey, of Texas, when he tried to have General Wheeler turned out of Congress. Bailey has been roundly abused for his "traitorous" conduct and has been obliged to defend himself ever since. Of course, there was no reason why Wheeler should not at the same time be a general in the army and a member of Congress except the plain mandate of the Constitution of the United States. The judiciary committee of the House decided with practical unanimity that Mr. Bailey's contention was sound, but the House itself, with strong "patriotic" feeling, refused to consider the committee's report. On the same day Mr. Speaker Reed neglected to recognize General Wheeler when he addressed the chair in an endeavor to secure the floor. It is to be hoped that this matter will receive further attention in the next House. It is a very good point to have settled.

General Wheeler is one of the most genial and chivalrous of men. His acts of thoughtfulness and genuine kindness are on everybody's tongue. He is, moreover, a brave soldier, and a striking example of "the strenuous life" of which much of late has been heard. But if a person will run through the bills introduced in any term of Congress by Mr. Wheeler, of Alabama, that person will find the greatest collection of chimerical proposals he has even encountered. General Wheeler's mind seems to run to the extraordinary and the unusual. He is very fertile in original ideas, and voluble in their expression. All in all, he is one of the exceedingly interesting characters now on the public stage. Away from Washington he is not always understood.

Pensions for Veterans.

Certificates have been issued to the following-named Indianaians:

Original—George W. Davis, Lowell, $6; George W. Bennett, Martinsville, $6; Balser George, National Military Home, Marion, $12; Frederick Segessemann, Bedford, $6.

Restoration and Increase—Franklin Johnson, Vincennes, $4 to $8; Joseph Hoggatt (deceased), Salem, $17 to $30.

Renewal—James Samuel, National Military Home, Marion, $6.

Increase—James L. Austin, Terre Haute, $6 to $8; Francis M. Pary, Reese's Mills, $10 to $12; Woodbury Taliaferro, Lafayette, $8 to $10; Louis R. Whiteman, Ormas, $12 to $24; David R. Melick, Lafontaine, $6 to $8; John Gibbons, Brazil, $8 to $10; Isaac Denton, Brownstown, $14 to $17; Clinton T. M. Tropel, Frankfort, $12 to $14; William Snider, Bean Blossom, $14 to $17; Elisha Ruddick, Seymour, $8 to $10; Daniel Watson, Oregon, $8 to $14; Platt Hougland, Elkhart, $12 to $14; Alexis S. Brown, La Paz, $12 to $14; Moses Kinsey, Auburn, $8 to $10.

Original Widows, etc.—Sarah Hoggatt, Salem, $12; Nancy Rinebolt, Knox, $8; Apoline Warner, Walkerton, $8; Malinda Watts, Jonesville, $8; Mary A. Fisher, Jeffersonville, $8; Clara Keller, Fort Wayne, $8; (reissue) Isabell Bruner, Morristown, $12; (restoration, special, June 20) minor of Henry W. Harris, Elkhart, $10.

War with Spain (original)—Elmer P. Sedam, Indianapolis, $12.

An Inquiry.

Philadelphia Times.

Will that Western college which prohibits the song "There's a Hot Time," etc., insist on "Old Hundred" as the proper tune for the twentieth century?

SLUMS IN THE COUNTRY

THE WORST FEATURES OF SLUM LIFE FOUND ALONG RAILROADS.

Evil Influence of Hoboes on Farm and Village Boys—One Railroad Has Got Rid of the Nuisance.

Josiah Flynt, in the Independent.

To the average person the word "slum" means a congested quarter in one of our large cities where people are closely packed together and where poverty, suffering, drunkenness and crime are the most characteristic features of the life. In nearly all American cities of the first rank districts of this description are to be found, and they are an eyesore to the general public and a cause of great concern to philanthropists and policemen; but they are not the only slums in the country, and, in my humble opinion, they are also not the worst. It is, furthermore, to be remarked concerning them that there is nothing typically American about them except in a few minor and external details. London, Paris and Berlin have colonies of poor people, vagabonds and criminals very similar to those in New York, Chicago and San Francisco, and although New York carries off the palm for the most densely populated poor quarter known, the actual environment is not very different from like quarters in all places of a truly metropolitan character.

There are slums in the United States, however, which are distinctly American in origin and arrangement, and which no other country in the world is troubled with. I refer to the tramp "hang-outs" and camps situated on almost all of the trunk railroad lines in this country and to the vagrant and criminal rabble which infests them. All countries are plagued with wandering bands of beggars and thieves, but ours is the only one whose railroads are overrun by professional out-of-work gangs of "hold-up men" and a constantly increasing army of hoboes. In Europe it would be utterly impossible for such a state of affairs to exist, and European railroad men as well as European vagrants find nothing in our railroad life more surprising than the fact that it exists in the United States.

A RAILROAD EVIL.

It seems to me high time that public attention should be directed toward the slums on our railroads. They are not like the bewildering slums of the cities, where the most that can be done is frequently merely to alleviate the suffering a little, and where even the most enthusiastic reformers realize the improbability of ever being able to overhaul them entirely. On the railroads, on the contrary, the obvious thing to do is to utterly wipe out the slums, to clean up every property on which they are found, and the purpose of this short paper is to indicate their present significance and to make plain the necessity of doing away with them en bloc. The railroad companies are really the public, and if the public becomes interested in this matter the companies cannot afford to disregard it. The railroad slums have developed with the tramp class. Some one has said that since the civil war America has evolved both her millionaires and her tramps, and it is certainly true that the hoboes have come among us during the last thirty years. They have been traveling on the railroads for the last twenty years, and to-day they have camps and "hang-outs" on nearly all the trunk lines in the country. The significance of these camps and "hang-outs" is that they afford a refuge for as lawless a collection of ne'er-do-wells and criminals as can be found anywhere, and that on account of them it is possible for a tramp and a thief to roam at will throughout the land and have a stopping place where the police cannot bother him, and whence he can start out on his plundering raids. They are lodging houses, intelligence offices and railroad stations in one, and they may also be called outcasts' clubs. Any one can be "put up" at them, and the tramp spends his days wandering from one to the other. They are lodging houses mainly in summer because at this time of the year tramps, professional out-of-works and wandering criminals often find it more comfortable to sleep out of doors than in, and the "hang-out," particularly if a little cabin made of railroad ties constitutes a part of it, quite suffices for their purpose. At some "hang-outs" in the East I have seen as many as seventy-five professional vagrants and thieves sitting around the fire, and on a number of railroads there are often five and six camps to a division. As intelligence offices they are invaluable to men who have to keep up to date concerning the latest happenings in the outcast world and to know about the movements of the police and the public in general. The great majority of American criminal offenders, in the open at least, know how to read and see the newspapers regularly, but if it was impossible for them to get the newspapers they could secure all the news that is necessary in their business at their railroad camps. It is one of the most remarkable things in outcast life that the people in it can gather and distribute "news" as rapidly as they do, and I can only think of the methods of signaling by fires on hilltops, popular among certain Indians, when listening to them at their "hang-outs."

HOW NEWS IS CARRIED.

A newcomer arrives, for instance, and, though he has but a minute to spare ere his train is due, he contributes something to the day's budget of news, be it only in regard to a house where he has been well fed. If it is a popular camp so many travelers drop in during the day that by night one who has remained at the camp since morning has learned practically everything of real importance that has taken place in the tramp world during twenty-four hours. I once remained an entire day at a favorite camp in Illinois to see just how much I could pick up in the way of news, and by night I had heard of interesting happenings that had taken place only a few days before as far away as San Francisco, and they were of such a nature that news of them could not possibly have reached me through other channels. Some tramp had started from 'Frisco with the news and had passed it on to others going farther east than he had intended to go, and in due course it reached the tramps in question.

As "depots" it is easy to see how important the railroad "hang-out" is. It is usually situated near the watering tank or a steep grade, where freight trains go slow and the trespassers can board them. There are a few vagabonds in the United States who take to the public turnpikes on their travels, but the great army of them ride in what they call "side-door Pullmans" (box cars), and their camps are the places where they wait for trains.

The life that goes on at these camps is what justifies me in describing them as slums, and much of it is so revolting that it cannot be referred to here. There is no city slum, however, where I have seen or heard of anything worse than may be seen and heard at the tramps' railroad "hang-outs," and I know of no slum more deserving of the policeman's vigilance and the reformer's attention. From morning till night it is one continuous coming and going of an outlawed class of people, and they are transported free of charge by the railroad companies wherever they desire to go. Every spring the cities disgorge them upon the country at large, and they remake afresh their miniature slums from Maine to California. There is not a State in the Union which is not liable to a visitation from them, and in all the States they have notorious gathering places. In other words, even the country in the United States is not free of the vile influence of a class of people ordinarily supposed to be found mainly in large cities, and if for no other reason the public is justified in asking that the railroad companies drive this class off their properties. Every provincial town and not a few villages have little Whitechapels at their back doors in the shape of tramp camps, and there may be seen at these camps all the revolting things which make the congested quarters of the large cities the shunned places that they are.

INJURIOUS KNOWLEDGE.

This deplorable state of affairs is already answerable for not a little harm done to our civilization. It has familiarized the boys of the country with a criminal environment, for one thing, and I doubt whether there is another country in the world where provincial youngsters have the intimate knowledge of tramps and "crooks" that American lads can and often do boast of. Between New York and Chicago, merely to take this section of the country, there is hardly a town on any of the railroads connecting these two cities where the majority of the young men and boys have not at least an amateurish acquaintance with tramp life, and where not a few of the young people can talk as glibly about the tramp's business and know how to travel after his methods almost as well as the full-fledged roadster. Indeed, it was recently said to me by a man who has spent twenty years of his life in the police department of one of the railroads that out of every five youngsters who gather around the tramps at their camps three are sure, sooner or later, to run away from home and try tramping on their own hook, and one is almost certain never to return to his home.

These are facts which the public ought to seriously consider, and until they do and take action accordingly the railroad slums will continue to increase. At present they are worst in Pennsylvania, New York, Ohio, Indiana, Illinois, Massachusetts, New Jersey, Iowa, Wisconsin, Colorado, Texas, Louisiana and Mississippi, but, as I have said, they are to be found all over the country. There is one railroad system on which they are no longer allowed either to travel or collect with impunity, and this same property was once one of the most tramp-ridden lines in the United States. I refer to Pennsylvania lines west of Pittsburg, which includes the two roads known as the "Fort Wayne" and "Panhandle." These lines, thanks to the determination of the general manager to have them so, have at last been "cleaned up," as the tramp says, and they are no longer avenues of crime or highways of trespassers. The reform has been achieved through a well-organized and carefully superintended police force, which the general manager of the property has secured. The roads which he manages are to-day recognized by vagabonds as the hardest in the United States for a "dead-head" to get over, and they have been practically deserted by professional roadsters.

RAILROADS TO BLAME.

What one railroad company can do others can do also, and I have taken special notice of the railroad referred to, so that if a community should deem it worth while to ask a railroad corporation to take up the matter it will be able to point to a property on which the "cleaning-up" process proved beneficial to the railroad as well as to the public which it serves. The time has come in this country when it is opportune to rub off some of the rough edges of our civilization, and the railroad slum is distinctly one of the roughest. There is more to be said in regard to the subject than could be attempted in a paper of this character, but I hope that enough has been said to point out the necessity of taking it up seriously and soon.

It is impossible that the slums on the railroads can ever become permanent if the public is determined that they shall be done away with, but the longer they are allowed to exist the more harm they will do, and they have already done more than can ever be made good. One of the most satisfactory facts in connection with an attack upon them is that there is no need for any one to be troubled with pricks of conscience about dispossessing a pauper class. A great many of the people who now live in them will settle in the cities when driven off the railroads, but they are already a recognized factor in city life in winter, and their presence in summer will not materially affect the cities. Meanwhile, however, they must not be confused with the people in the congested quarters of the large towns who must be housed somewhere, no matter who they are or what they do. It is this which makes it so difficult to carry out any sweeping reforms in a city's purlieus. The railroad slums, however, present no such difficulties, and the solution of the problem they bring up is not difficult to discover. The only thing to do is to prohibit them by law and to carry out the law through police agencies, and in the one instance where this remedy has been used it has proven eminently successful.

OCEANS TO ORDER.

What Engineers Propose to Do with the World's Deserts.

London Mail.

Few people realize how completely of late years the surface aspect of this weazened old globe of ours has been altered and improved.

The world of to-day, in fact, differs from the world of our ancestors, much as a society lady, in all the glory of fold and frill and furbelow, differs from her savage sister running wild in pestilential woods. As art has transformed the one, so has it the other.

Only the "Mme. Rachael" who has made the earth, if not exactly "beautiful for ever," at least a pleasant and healthful place wherein to dwell, is no charlatan with a dray-load of cosmetics and a glib tongue, but a civil engineer, owning nothing more harmless than a few mysterious-looking instruments and a measuring tape.

And the marvel of it all is this—that what has been done is but an infinitesimal fraction of that which may, and doubtless will, be done. Who can doubt, for instance, that the great Sahara desert—that mole upon the world's face—will one day be but a memory? It was an inland sea once. It would not be a very difficult matter to convert it into one again.

A canal sixty miles long, connecting with the Atlantic the vast depression which runs close up to the coast nearly midway between the twentieth and thirtieth parallels of latitude, would do the business beautifully. The water would not, of course, cover the entire surface of the desert. Here and there are portions lying above sea level. These would become the islands of the new Sahara ocean.

What would be the results that would ensue upon this stupendous transformation? Some would be good and some bad. Among the latter may be mentioned the probable destruction of the vineyards of southern Europe, which depend for their existence upon the warm dry winds from the great African desert.

As some compensation for this, however, the mercantile marines of the nations affected would be enabled to gain immediate and easy access to vast regions now given over to barbarism, and a series of more or less flourishing seaport towns would spring up all along the southern borders of Morocco and Algeria, where the western watershed of the Nile sinks into the desert, and on the northern frontier of the Congo Free State.

In a similar manner the greater portion of the central Australian desert, covering an area of fully a million square miles, might be flooded. The island-continent would then be reconverted into a gigantic atoll, and would resemble, roughly, an oval dish, of which the depressed central portion would be covered with water and only the "rim" inhabited. In this connection it may be interesting to note that a company has actually been formed for submerging the Yuma desert in Southern California. If the plan as at present proposed is carried out a tract of absolutely uninhabitable territory comprising nearly 13,000 square miles, and the greater portion of which lies between 500 and 1,000 feet below sea level, will be submerged.

A few Englishmen — known as "Little Englanders" — still blame the government for insisting upon the reconquest of the Sudan. "A useless acquisition," say they. Perhaps!

But capable judges believe that it would have been little less than suicidal to have allowed these regions to have fallen ito the hands of France, for the simple reason that her engineers, by diverting the course of the Nile at Abu Hamed or Berber—no very difficult task—could at any time turn all upper Egypt into a desert.

It has even been suggested that it might be possible—by turning its waters into one of the many lateral ravines which run at right angles to the present course of the river—to find a new outlet for it into the Red sea, and to thereby transform, in process of time, that sheet of water into a great fresh-water lake.

To accomplish this, it would, of course, be necessary to build a giant dam across its southern "neck," near Perim, and to regulate, or rather stop altogether, the inward flow of the Mediterranean through the Suez canal—a big task, but one not entirely impossible of accomplishment.

The above are examples of big schemes. There are many others that might be mentioned, including, of course, the Panama and Nicaraguan canals, and the French "war canal" between the mouths of the Loire and the Rhone, which, when completed, will enable their ironclads to dodge round behind Gibraltar when passing from the Atlantic to the Mediterranean or vice versa.

But it is the comparatively little engineering feats which have slowly but surely altered in the past and will alter in the future the face of the earth. Even so small a matter, for instance, as the proposed seawall at Southend will certainly deepen the estuary of the Thames, and may conceivably do away with the Goodwin sands.

A scheme was recently mooted to cut a ship canal through the center of Ireland, beginning at Dublin and finishing at Galway. It would be no very difficult feat to accomplish, for most of the country through which it would pass is flat and boggy.

But just consider the result. Ireland would no longer be one island, but two, and many of the best of Moore's melodies would have to be rewritten. To allude to "Erin's green isle" would be a palpable misnomer. Even this, however, would be better than to have our own "silver Thames" transformed into a huge ditch, with "ocean greyhounds" and "tramp" cargo steamers belching their smoke through Cliveden woods or over Cookham village.

Yet such an eventuality is by no means impossible, for it has already been bruited to construct a ship canal from Bristol to London by way of the Severn and the Thames.

The Art of Self-Defense.

Washington Post.

"I am considered by my friends as a moral man," said Mr. A. D. Robley, of Chicago. "Nevertheless I am heartily in favor of prize fighting. This may shock some people when they consider that I am a church member in good standing. I believe that the knowledge of how to box makes a man more manly, and prize fighting stimulates a person to learn the art of self-defense. I once went out to Idaho to do some mining, and I landed in the town of Coeur d'Alene, not far from Spokane. During the four months of winter twenty-one people were buried in the little graveyard, and only one of them died a natural death, and that was a baby a year old. The rest went by the Colt and bowie route. Six-shooters and knives were pulled on the slightest provocation and no one could open his mouth without the fear of having it filled with cold lead. One night a prize fight was advertised to come off in one of the dance halls, and every one went to see it. The affair turned out to be a good lively bout and it lasted for nineteen rounds. It set every one wild, and as a result nothing was talked of but fighting and boxing. One of the principals stayed in town and gave lessons, and many of the boys tried to learn how to handle themselves. After that I noticed a great decrease in the shooting scrapes. Whenever a difficulty arose, instead of appealing to the steel or the trigger it was proposed that the trouble be settled according to Queensberry rules. We had some fellows going around with black eyes, but we didn't bury so many corpses. You think of the matter and you will find that where there is a lot of shooting the men don't know how to box."

RAILROAD TIME CARD.

P. M. time is in BLACK figures.—Trains marked thus: *—Daily, S—Sleeper, P—Parlor Car, C—Chair Car, D—Dining Car, †—Except Sunday.

C. C. C. & St. L. Ry.—Big 4 Route
City T'k't Office, No. 1 E. Wash. St.

	Depart.	Arrive.
CLEVELAND LINE.		
Muncie accommodation	6.35	3.10
Union City acco'dation	*4.50	*9.25
Cleve., N.Y. & Bos. ex. s.	*4.25	*10.35
Cleveland, New York & Boston mail	10.50	6.00
Cleve, N Y & Bos "Knickerbocker"	*6.25	*11.20
BENTON HARBOR LINE.		
Benton Harbor express	6.35	3.10
Benton Harbor express	11.15	8.45
Wabash accommodation	*4.50	*9.25
ST. LOUIS LINE.		
St. Louis accommodation	7.30	5.40
St. Louis southwestern, lim, d s	*11.45	*6.10
Terre Haute & Mattoon accom	4.30	10.30
St. Louis express, s	*11.20	*4.05
CHICAGO LINE.		
Lafayette accommodation	7.45	5.45
Lafayette accommodation	5.15	10.45
Chicago fast mail, d p	*11.45	*2.35
Chicago, White City special, d p	4.15	6.10
Chicago night express, s	*12.05	*3.30
CINCINNATI LINE.		
Cincinnati express, s	*3.45	*11.50
Cincinnati express, s	*4.15	*11.05
Cincinnati accommodation	7.00	*6.40
Cincinnati accommodation	10.50	11.15
Cincinnati express, p	*2.45	*11.40
Greensburg accommodation	5.30	9.00
Cincinnati, Washington f l ex, s d	*6.20	*4.15
N. Vernon and Louisville ex, d s	*3.45	*11.50
N. Vernon and Louisville ex	2.45	11.40
PEORIA LINE.		
Peoria, Bloomington m and ex	7.25	2.43
Peoria and Bloomington f ex	*11.45	*6.16
Champaign accommodation	4.35	10.20
Peoria and Bloomington ex, s	*11.15	*3.30
SPRINGFIELD AND COLUMBUS LINE.		
Columbus and Springfield ex	5.10	11.35
Columbus and Springfield ex	3.20	10.40

CIN., HAM. & DAYTON RY.
City Ticket Office, 25 W. Wash. St.

Cincinnati express	*3.55	*12.45
Cincinnati fast mail, s	*8.05	*6.50
Cin. and Detroit ex, p	†10.45	*10.35
Cincinnati and Dayton express, p	†2.45	*11.45
Cincinnati and Dayton limited, p d	*4.45	†3.29
Cincinnati, Toledo, Detroit	*7.07	†7.50

MONON ROUTE — CHI., IND. & LOUIS. RY.
Ticket Office, 25 West Wash. St.

Chi'go night ex, s	*12.55	*3.30
Chicago fast mail, s, p d	*7.00	*7.55
Chicago express (via Roachdale)	†11.50	†2.40
Chicago vestibule, p d	†3.35	*4.37
Monon accom	†4.00	†10.00

LAKE ERIE & WESTERN R. R.

Mail and express	†7.00	†2.40
Toledo and Michigan City ex	†1.20	†6.00
Peru and Toledo ex	*1.20	*10.20
Peru and Plymouth accom and ex	†7.00	*10.20

INDIANA, DECATUR & WESTERN R'Y.

Decatur and St. Louis mail and ex	†8.15	†4.40
Chicago express, p d	†11.50	†2.40
Tuscola accommodation	†3.45	†10.40
Decatur & St. Louis fast ex. s c	*11.05	*3.50

Pennsylvania Lines.
Indianapolis Union Station. Trains Run by Central Time. Ticket offices at station and at corner Illinois and Washington Streets.

Philadelphia and New York	*3.35	*10.00
Columbus, Ind. and Louisville	*3.40	*11.30
Richmond and Columbus, O	†7.15	†3.15
Piqua and Columbus, O	†7.15	*6.50
Columbus and Richmond	†7.15	*7.00
Richmond Accom. (Sun. only)	7.15	9.00
Columbus, Ind. & Madison (Sun. only)	7.30	9.10
Columbus, Ind. and Louisville	*8.20	†5.40
Vernon and Madison	†8.20	†5.40
Martinsville and Vincennes	*8.25	*4.50
Dayton and Xenia	*8.25	*7.10
Pittsburg and East	*8.25	*10.00
Logansport and Chicago	*11.35	*3.35
Knightstown and Richmond	†1.15	†8.55
Philadelphia and New York	*2.30	*12.25
Baltimore and Washington	*2.30	*12.25
Dayton and Springfield	*2.30	*12.25
Springfield	*2.30	†6.50
Columbus, Ind. and Madison	†3.30	†10.20
Columbus, Ind. and Louisville	*4.00	*11.30
Martinsville and Vincennes	†4.20	†10.40
Pittsburg and East	*5.00	*7.10
Philadelphia and New York	*7.10	*7.10
Dayton and Xenia	*7.10	*7.10
Columbus, Ind. and Louisville	*7.10	*7.00
Logansport and Chicago	*11.55	*3.30
VANDALIA LINE.		
Terre Haute, St. Louis and West	*7.15	*7.05
Terre Haute and St. Louis accom	*7.25	*4.45
Terre Haute, St. Louis and West	*12.35	*2.25
Terre Haute and Effingham acc	†4.00	*10.00
Terre Haute and St. Louis fast mail	*7.05	*8.20
St. Louis and all Points West	*11.35	*8.20

WOMAN AT A FORGE.

Lydia Gould Weld Working to Become a Naval Architect.

Boston Letter.

A bright-faced girl works with hammer and anvil at a forge in a shop next to the railroad tracks at the foot of Garrison street. Her name is Lydia Gould Weld; the shop is part of the Massachusetts Institute of Technology, and she is studying to be a naval architect. Miss Weld is twenty-one years old and daughter of the late Franklin Weld, of Falmouth. While attending the Institute of Technology she lives with her relative, George F. Seavers, in Morton street, Jamaica Plain. She is an attractive girl of medium height, with brown hair, blue eyes and a merry laugh, which does not go at all with the popular conception of the erudite woman. She has not had a college education in the classics, but is well up in mathematics. Before coming to the Institute of Technology she was a pupil at a fashionable school in Bryn Mawr.

Miss Weld made her choice of the profession of marine architecture a few years ago when a yachting party, of which she was one, put in at Bristol, R. I., to repair a broken shaft. In looking over the shops of the Herreshoffs while the work was being done the desire to be a master of that craft took possession of her and grew to a serious purpose, in which she was humored by her family. In the same shop with Miss Weld are working about fifteen young men, some graduates of universities or sons of manufacturers, who have here more facilities for learning rapidly than in the shops of their fathers.

Miss Weld's first lesson in forging consisted in hammering to a point the end of a short piece of iron bar. Next she was given a foot length of bar and told to make it into a pointed rod with a ring on the end. This involved several awkward shoulders on the iron, and a still more awkward curve, but the new student accomplished the task without difficulty. About this time the blisters began to come. The first was at the base of the forefinger of the left hand. This burst, and the continued abrasion of the hammer handle turned the skin black, leaving a square half an inch so tender that an ordinary girl would have cried had anything touched it. No cries and no gloves for Miss Weld—only more hammering.

A day or two later she made an iron bracket like that used to support a mantel. There are three nail holes in each arm of this bracket, which must be punched and countersunk at the anvil. In using the punch she missed it with one swing of the heavy hammer and struck the back of her left hand a hard blow, peeling off the skin and raising a swelling. A hook and staple was one of her easiest pieces of work. She surprised her instructors with the ease with which she made an iron strap similar to that used for suspending the ends of timbers. After that she tried fagot welding, being given three scraps or iron, which she forged into a single bar. This is not so easy as it seems, and many an apprentice blacksmith has become vexed in spirit to see the cracks in plain sight and one or two stray ends sticking out.

The most difficult of her tasks so far has been the timber hanger. Six or seven years ago, says the instructor, a young man became so angry at the obstinacy of the iron which he was trying to shape into this form that he hurled the hated thing through the open window to the furthermost side of the railroad tracks and walked out of the shop, leaving a blue streak in the air as he passed. Two or three days later he returned in humbled and determined spirit and managed to conquer the troublesome bit of iron. This is an indication that Miss Weld's path is not altogether one of roses, and that the problems in forging set before her are of the kind that would sometimes test the patience of a saint.

The reporter asked the instructor if he didn't give his extraordinary student more attention than the young men, but he explained her proficiency by another reason, saying: "She is more than usually quick to comprehend what is told her. In grasping the principles of forging she has proved herself the equal of any of the young men. Her use of the hammer is fully up to the average. She has a very strong arm and does not appear to get tired. A few days ago I was busy in another part of the ship for a long time and was somewhat curious to know how she was getting along. When I got back to her she asked me, jokingly, if I had forsaken her. I found that she had progressed as well as if I had been advising her, and she went right ahead until the job was done."