THE JOURNAL BUSINESS DIRECTORY.

COAL—
COAL—Coburn Coal Co., East 22d street. Anthracite, coke, hard and soft coal. Phone 2445.

DYEING—
BRILL & CO., 155 North Illinois street and 238 Massachusetts avenue. Party, ball and theatrical dresses cleaned equal to new; also, dyeing and cleaning gents' and ladies' garments by European and American expert dyers.

FLORISTS—
BERTERMANN FLORAL COMPANY, New No. 241 Mass ave., 226 N. Del. st. Tel. 840.

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UNION CO-OPERATIVE LAUNDRY, D. S. Kelley, Mgr. 135-144 Virg. ave. Phone 1263.

MANTELS AND GRATES—
P. M. PURSELL (Mantels, Furnaces), 231 Mass. ave.

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CHESTER BRADFORD, 1228 to 1236 Stevenson bldg., 15 E. Wash. st.
V. H. LOCKWOOD, 415-418 Lemcke bldg.

SALE AND LIVERY STABLES—
HORACE WOOD (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1097.

SHOW CASES—
WILLIAM WIEGEL, 116 South Pennsylvania st.

UNDERTAKERS—
FRANK BLANCHARD, 39 N. Delaware st. Tel. 411. Lady Attendant.

WALL PAPERS—
H. C. STEVENS, New Style Wall Paper. Low prices. 899 N. Senate ave. Tel. 2 on 2052.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—320 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641. Hacks at lowest prevailing price.

Old 250. C. E. KREGELO, FUNERAL DIRECTOR, 223 N. Delaware St. Residence Phone, New 1749. No branch office on N. Illinois street. New 250.

MONUMENTS.

MONUMENTS—A. DIENER, 449 East Washington st. Tel. 2525. Branch works Crown Hill.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 76 East Market street.

$100,000,000 to invest through bankers, brokers, etc. Send for circular. Investors' Directory, N. Y.

LOANS—Sums of $500 and over. City property and farms. C. E. COFFIN & CO., 190 East Market street.

LOANS—On city property; 5½ per cent.; no commission; money ready. C. N. WILLIAMS & CO., 319 Lemcke building.

MONEY—To loan on Indiana farms; lowest market rate; privilege for payment before due; we also buy municipal bonds. THOS. C. DAY & CO., Rooms 805-812 Law building, Indianapolis.

FOR SALE OR TRADE.

FOR SALE OR TRADE—Drug stock and fixtures complete, located in good town, this State. Will invoice $3,500. Will trade for good rental property, assume no incumbrance, or good discount for cash. Address INDIANAPOLIS DRUG COMPANY.

FOR SALE.

FOR SALE—Ten R.I.P.A.N.S for 5 cents at Druggists; one gives relief.

FOR SALE—REAL ESTATE.

FOR SALE—Modern house of 11 rooms in desirable part of city at a bargain. Address OWNER, care Indianapolis Journal.

WANTED—MALE HELP.

WANTED—For U. S. Army; able-bodied unmarried men between ages of 18 and 35, of good character and temperate habits. For information apply to Recruiting Officer, 25 N. Illinois st., Indianapolis, Ind.

WANTED—Man to travel and appoint agents to sell our goods. $18 a week and expenses. Yearly contract made with competent person. Address the AMERICAN CO., 132 N. 12th Street, Philadelphia, Pa.

WANTED—AGENTS.

WANTED—Young men and women in town and in country. Permanent employment and traveling position for good hustlers. Call after 6:30 or any time next Monday, 923 Stevenson building, Indianapolis.

WANTED—MISCELLANEOUS.

WANTED—Clinics at Central College of Dentistry; charge material only; open all day. Corner Ohio and Illinois streets.

WANTED—A few good voices at First Baptist Church. Apply to ARTHUR PRESTON, chorister, at the chapel, at 4 p. m. or 7 p. m. Saturday.

WANTED—A man of forty, inexperienced in mercantile business, but able to take full charge of office, wishes to buy a partnership with an honorable merchant in some small city. Capital small. Address "PARTNER," care Journal.

LOST.

LOST—Pearl sunburst at Grand Theater Thursday night. Finder will receive suitable reward. M. F. TAYLOR, No. 26 West Washington street.

LOST—On College-avenue and Illinois-street car, or at corner of St. Joe and Illinois streets, leather satchel, containing spectacles, bank book, pocketbook and money. Return to 949 North Illinois street. Reward.

STORAGE.

STORAGE—The Union Transfer and Storage Company, corner East Ohio street and Bee-line tracks; only first-class storage solicited. CRATING AND PACKING OF HOUSEHOLD GOODS A SPECIALTY.

BUSINESS CHANCE.

WANTED—Partner with $300 to $500 in first-class business. Will invest equal amount. THE VICTOR LIGHTING CO., No. 32 Monument place.

LEGAL ADVERTISEMENTS.

FOR SALE.

The undersigned, the Board of Commissioners of the county of Marion and State of Indiana, will offer at public auction on the premises at the corner of Prospect street and Keystone avenue, on Wednesday, Dec. 20, 1899, at 2 o'clock p. m., the property now owned by said Marion county, and known as the Home of the Board of Children's Guardians, and described as follows:

Lot number one (1), in Charles M. Cooper, trustee's, Prospect-street addition to the city of Indianapolis, together with the two-story, twelve-room brick dwelling house thereon.

Terms of sale: One-fourth cash and the other three-fourths to be paid in one, two and three years from date, the deferred payments to be evidenced by promissory notes, executed by the purchaser, and bearing 6 per cent. interest from date, to be secured by mortgage on said real estate, executed by the purchaser, or the purchaser may pay all cash or as much as he desires over and above one-fourth. Possession to be given in sixty days after sale.

NOTICE OF FIRST MEETING OF CREDITORS.

In the District Court of the United States for the District of Indiana.

In bankruptcy.

In the matter of Patrick Flynn, bankrupt.

No. 361, in bankruptcy.

To the creditors of Patrick Flynn, of Indianapolis, in the county of Marion, and district aforesaid, a bankrupt:

Notice is hereby given that on the 17th day of October, A. D. 1899, the said Patrick Flynn was duly adjudicated bankrupt; and that the first meeting of his creditors will be held at Room 62, Lombard building, No. 24½ East Washington street, in the city of Indianapolis, Marion county, Indiana, on the 30th day of October, A. D. 1899, at 9 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

ALBERT RABB, Referee in Bankruptcy.

Indianapolis, Ind., Oct. 18, 1899.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY—ANNUAL MEETING OF STOCKHOLDERS.

The annual meeting of the stockholders of the company, for the election of directors and for such other business as may come before the meeting, will be held at the office of the company, corner of Third and Smith streets, in Cincinnati, O., on Wednesday, Oct. 25, 1899, at 10 o'clock a. m.

The stock transfer books will be closed at the office of Messrs. J. P. Morgan & Co., No. 23 Wall street, New York, at 3 o'clock p. m., Thursday, Oct. 5, 1899, and reopen at 10 o'clock a. m., Thursday, Oct. 26, 1899.

E. F. OSBORN, Secretary.

Cincinnati, Sept. 23, 1899.

The General Lawton Fund.

A report received by the adjutant general's office indicates that the committee of the One-hundred-and-fifty-seventh Regiment in charge of raising money for a memorial for General Lawton has decided to turn over the money, amounting to $100, to the Bass Post, G. A. R., of Fort Wayne.

Old Guardians' Home to Be Sold.

The County Commissioners will on Dec. 20 dispose of the property formely used as the Children's Guardians' Home to the highest bidder. The property is situated at the corner of Prospect street and Keystone avenue. The house is a two-story brick.

THE P. & E. DYNAMOMETER

RECENT TESTS PROVE IT A VALUABLE AND USEFUL ACQUISITION.

Manager Loree's Coming Inspection of Pennsylvania Lines—General and Personal Notes

The current issue of the Technograph, published annually by the engineering societies of the University of Illinois, contains a cut of a Peoria & Eastern engine and a dynamometer car built for the purpose by the Peoria & Eastern division of the C., C., C. & St. L., at the shop in Urbana, Ill. The equipment was designed and installed under the direction of Professor Breckenridge and Assistant Professor Van Dervoort, of the mechanical department of the University of Illinois. The car is designed to secure greater convenience in making locomotive road tests; to provide an automatic apparatus for recording the pull at the draw bar; to permit the inspection of tracks, for gauge, alignment, surface, joints, and elevation of curves; to determine train resistance; to test the operation of air brakes in service and to test stationary plants. For this purpose a caboose was rebuilt, mounted on four-wheeled passenger-car trucks, equipped with M. C. B. couplers and Westinghouse air brakes. The car is thirty-six feet long and weight 36,000 pounds. The speed of the train, during a test, is recorded by a Boyer speed recorder, driven from the car axle by a wire belt. When pulling the dynamometer car alone a record is made on the chart, showing that the dynamometer is sufficiently sensitive for all purposes. From the results of recent tests a tonnage rating is made out, showing the number of tons that could be hauled between certain stations. From this a through rating was established which was the same as the rating for the heaviest freight. In one test a double-header, a consolidated and a ten-wheel locomotive, about six miles west of Indianapolis, up Clermont hill, which was a 1 per cent. grade for about three miles, hauled a train consisting of fifty cars, weighing 1,740 tons; the speed at the foot of the hill was twenty-three miles an hour, and when going over the summit about two miles an hour. The maximum draw bar pull was 21 9-10 tons; the boiler pressure was 170 pounds for the ten-wheeler and 143 pounds for the consolidated, which pressure remained the same throughout the test. The tests, which covered a period of three weeks, were conducted by the professors first named, assisted by the senior mechanical engineering class. The road was represented by some of its officials.

Pullman Palace Car Company.

At the annual meeting of stockholders of the Pullman Palace Car Company, held in Chicago yesterday, over two-thirds of the capital stock was represented. All the old directors were re-elected. At a subsequent meeting of the directors the following officers were elected: Robert T. Lincoln, president; Thomas H. Wickes, vice president; A. S. Weinsheimer, secretary. An executive committee of three, with the president as ex officio member, was elected, consisting of Messrs. Marshall Field, Henry C. Hulbert and Norman B. Ream.

The total revenue of the company for the year was $11,478,929, of which amount $9,748,576 came from the earnings of cars and $1,730,353 from manufacturing rentals, etc. Operating expenses were $4,559,808 and the company paid out in dividends $3,149,550. The surplus for the year was $2,295,466.

Another meeting will be held to-day for the purpose, it is said, of finishing up odds and ends of business. Whether the matter of merging the Pullman and Wagner interests would be considered could not be learned last night.

Manager Loree's Inspection.

The track inspection programme for the Pennsylvania lines west, which starts next Tuesday, is about completed. There will be about 125 people in the party, headed by L. F. Loree, general manager, and Charles Watts, general superintendent of the Northwest system; E. B. Taylor, superintendent of transportation; the division superintendents and all the transportation officials of the system. Three trains will be necessary to carry the party. The start will be made from Pittsburg at 7 o'clock on Tuesday morning. The work of inspection will be divided between four committees, as follows: Committee No. 1, line and surface; committee No. 2, joints and spacing of rails; committee No. 3, ballast, switches and sidings; committee No. 4, ditches and road crossings, station grounds and policing. The award of the general manager's prizes for the best supervisor's section will be made on the report of these committees.

Will Make Improvements.

At a meeting of the officials of the Big Four Railroad and the Commercial Club members at Muncie the representatives of the company announced that a $5,000 improvement will be made at once on the Big Four passenger station in Muncie. The building is to be doubled in size and modernized throughout. Double tracks are to be built through the city, the freight depot will be moved and enlarged and several miles of additional switching tracks will be built. The new yards and watering tanks will be moved a mile east of the city.

New Road Completed.

The track of the Chicago, Indiana & Eastern Railway was completed into Converse last night. The line has been in course of construction between Swayzee, Grant county, and Converse for six months, and the grading was completed in August. Lately it was impossible to obtain steel rails, and the track-laying was suspended two miles from Converse until ten days ago, when sixty men were put at work. The trains of the company will be running regularly between Matthews, the eastern terminus, and Converse by Nov. 15.

The C., H. & D.'s Best Day.

The official report of C. G. Waldo, general manager of the Cincinnati, Hamilton & Dayton lines, shows that on Saturday, Oct. 14, there were handled on the system 101 freight trains, hauling 3,689 cars, 2,862 being loaded, an average for the entire road of thirty-six cars per train. This was the largest day's business in the history of the road.

Personal, Local and General Notes.

General Manager J. Kruttschmitt, of the Southern Pacific, is in Chicago.

Charles Rockwell, traffic manager of the Monon lines, will be in the city to-day.

President Carpenter, of the Chicago & Eastern Illinois, has promised Clinton a new depot next year.

There will be a meeting in this city today of freight men to revise brick rates in Indiana and adjacent territory.

The Columbus & Hocking Valley earned in the second week of October $84,886.53, an increase over the corresponding week of 1898 of $28,367.65.

J. C. Sulliban, chief train dispatcher of the eastern division of the Wabash, with headquarters at Peru, who has been dangerously ill, is reported improving.

Edson J. Weeks, general passenger and ticket agent of the Philadelphia & Reading, is thought to be fatally ill. He has been confined at home for three weeks.

Freight Agent Evans, of the Cincinnati, Hamilton & Dayton at this point, said yesterday that the new depot would probably not be ready for occupancy before Nov. 15.

H. M. Bronson, assistant general passenger agent of the Big Four, who has been so ill for three weeks as to confine him to the house most of the time, is improving.

President Felton, of the Chicago & Alton, gives notice that he will continue to look after the affairs of the Queen & Crescent until Jan. 1, though the receivership terminates before that date.

The management of the Baltimore & Ohio has under consideration the removal of its shops at Parkersburg, W. Va., to Pittsburg, having the largest shops of the company at the latter point.

C. S. Crane, general passenger and ticket agent of the Wabash, announces that on Nov. 1 the Wabash's Santa Fe tourist sleeping-car line will be resumed between St. Louis and Los Angeles.

Hereafter the Union Pacific will not accept free transportation from any person on its fast transcontinental trains. No exception will be made, even in favor of the company officials, it is said.

The Lake Shore has received eleven new heavy passenger engines and is putting them in service on its heavy passenger trains. The twenty-five new freight engines ordered are to be delivered in the next sixty days.

The Chicago & Eastern Illinois is experiencing trouble in pushing work on its extensions on account of a scarcity of railway supplies. Work can be resumed on the extension from Marion, the bridge over Saline creek being completed.

Wm. Garstang, superintendent of motive power of the Big Four, has received letters from the International Power Company, Providence, R. I., stating that good progress is being made with the large freight engines these works are building for the Big Four.

Wheeling & Lake Erie's August surplus earnings, after interest charges and taxes, applicable to dividends, amounted to $46,000. It takes $16,000 per month to pay the dividends on the first preferred stock, which would leave $30,000 for the month for the second preferred.

The Ohio Coal Traffic Association, at a meeting yesterday, advanced the freight rates on coal shipped from Ohio, western Pennsylvania and West Virginia. The rate to Toledo was put up 10 cents, to Detroit 10 cents, to Chicago 15 cents and to points in Michigan on the relative basis.

The Chicago & Alton will be operaetd as two divisions, eastern and western. The western comprises lines east of Roodhouse, with W. H. Starr superintendent; the eastern division comprises the line between Chicago and St. Louis via Springfield, with lines between Dwight and Peoria.

Engineers on the Vandalia main line say the track is in the best condition in the road's history, but the power is going down so constantly are engines kept on the road. It is claimed the Vandalia engines are now making the largest mileage per month of those of any road in the central States.

The Pennsylvania Company is building at Fort Wayne an electric power station which it is said will be a model. The company has just completed coal bins at that point, an elevated track running over them. Hopper-bottom cars are used and their unloading is accomplished without men with shovels.

The Baldwin locomotive works have received an order for twenty mogul locomotives, intended for the Great Central Railway of England. They will be similar to those supplied the English Midland and Great Northern companies. The Baldwin people expect to complete and ship the locomotives within the next three months.

The new board of directors of the Queen & Crescent was organized by electing Samuel B. Spencer, of New York, president, and Henry F. Shoemaker, of New York, chairman. This latter is a newly-created office. Mr. Spencer is also president of the Southern Railroad Company and Mr. Shoemaker vice president of the Cincinnati, Hamilton & Dayton.

On Nov. 1 the following appointments will go into effect on the Burlington: R. K. Smith, at present general agent at Leavenworth, assistant superintendent of the Kansas City, St. Joseph & Council Bluffs; C. W. Alexander, city passenger agent at Kansas City, promoted to general agent at Leavenworth; F. C. Sharon, promoted from chief rate clerk of the general passenger office at St. Louis to city passenger agent at Kansas City; John J. Shine, promoted to city ticket agent at Kansas City.

The Association of Railway Superintendents of Bridges and Buildings, at its meeting in Detroit, elected the following officers: President, Aaron S. Markley, of Danville, Ill.; vice presidents, W. A. Rogers of Chicago, Joseph M. State, of Richmond, W. Va., W. S. Danes of Peru, Ind., and B. F. Pickering of Sanbornville, N. H.; secretary, F. Patterson, of Concord, N. H.; treasurer, N. W. Thompson, of Fort Wayne, Ind. St. Louis was chosen as the next meeting place and Oct. 17, 18 and 19, 1900, as the dates.

President Truesdale's prophecy that the Lackawanna would show an increase in net earnings of $1,000,000 for the first year of his administration will become a reality. The Western executive took charge of the Lackawanna last February, and his reforms and changes in the traffic department, which, by the way, were for the better interests of the company, have shown satisfactory results. To illustrate the enormous increase in passenger and freight traffic on this road it is only necessary to state that in September the showing from the New York passenger offices was $40,000 in excess of the same month in 1898. The general increase in earnings is not temporary, but the head offices say it will continue.

The death of W. O. Hughart, who occupied a prominent position in an official way with the Grand Rapids & Indiana and its auxiliary lines, necessitated a revision of the list of officers, and at a meeting in Grand Rapids on Tuesday changes were made. The principal places went to Grand Rapids men. Vice President W. R. Shelby, of the Grand Rapids & Indiana, was elected president of the Muskegon, Grand Rapids & Indiana, in place of W. O. Hughart, and the directorship made vacant by Mr. Hughart's death was filled by the election of Superintendent W. B. Stimpson, of the Grand Rapids & Indiana. The officers now stand: W. R. Shelby, president; M. McGrath, of Muskegon, vice president; R. R. Mentheany, secretary; T. J. O'Brien, W. R. Shelby, J. H. P. Hughart, W. B. Stimpson, M. McGrath, L. M. Keeting and R. R. Metheany, directors. Of these Mr. McGrath and Mr. Keeting are of Muskegon.

COUNTY FUNDS.

Attorney General's Opinion as to Their Expenditures.

Attorney General Taylor yesterday gave to Auditor Hart the following opinion regarding the expenditure of money after the first of next year:

"First—Where an expenditure has been ordered by the Board of County Commissioners, and the work for which such expense is incurred has not been completed prior to Dec. 31, 1899, the county board would not have the right, after the close of said year, to order payment for said work in accordance with their original order and contract. It is the duty of the County Council to make appropriations covering such expense where money due on such contracts is to be paid after the close of the year 1899.

"Second—If the county board has ordered the auditor to issue his warrant for certain expenses out of certain funds for which appropriations have been made, the auditor may issue such warrant up to and including Dec. 31, 1899. After that date the money reverts to the general fund, and a new warrant would have to be issued pursuant to an appropriation made by the County Council, and it will be the duty of such County Council to make such appropriation either during the present year or at a special session during the year 1900.

"Third—If a warrant has been drawn by the county auditor in accordance with an order of the Board of County Commissioners, but such warrant has not been paid by the treasurer, such treasurer would not be authorized, after the close of this year, to pay such warrant. The proper way would be for the holder of such warrant to return it to the county auditor and procure a duplicate.

"Now the effect of the county reform law will be to require holders of warrants to present them and have them paid during the year in which they are issued. If, for any reason, this cannot be done, then the auditor should cancel that warrant and issue a new warrant after the beginning of the succeeding year. The result will be that each year's business will be complete in itself. No embarrassment or hardship need result from this practice, because any holder of any outstanding warrant may surrender it and have it reissued by the auditor during the succeeding year, and it is the duty of the County Council to make a special appropriation for such warrants, if any there be, that have not been presented and paid during the year in which they were ordered issued."

Librarians Come Next Week.

The National Association of State Librarians will hold its second annual convention in the Statehouse next Tuesday, Wednesday and Taursday. Governor Mount will make the address of welcome, which will be responded to by Arthur H. Chase, of New Hampshire. Other addresses will be made by Daniel Waite Howe and Jacob P. Dunn, of this city. The regular session will begin Wednesday morning. Charles B. Galbraith, of Ohio, will talk on "Classification and Cataloguing." James E. Brown, of Georgia, will discuss "Uniformity in the Exchange of State Publications." George H. Dodson, of Oklahoma, will give his views as to what books a state library should aim to get. In the afternoon Dr. George E. Reed, of Pennsylvania, will speak of the "Disposition of United States and State Documents." Many other topics of interest to librarians will be discussed.

A Speaker from India.

The semi-annual meeting of the Women's Foregn Missionary Society of the Methodist Church for the district of Indianapolis was held at the California-street Church yesterday. The principal speaker was Lilivati Singh, of India, a daughter of a native missionary, who took a degree of bachelor of arts in Calcutta. She spoke of the work of education in India and of the opportunities in this direction offered to women.

Last Night's Bowling.

Two teams of the Independent Bowling League played last night, with the following results:

Prospect	1281	1278
United States	1101	1185

The contest between the Pastime and Volunteer teams of the Indianapolis Bowling League resulted as follows:

Pastime	833	669	778
Volunteer	671	656	623

TO MAKE YOUR WIFE LOVE YOU Buy "Garland" Stoves and Ranges.

TO SAVE HER DAUGHTER

MRS. ANNA GRAHAM RISKED HER LIFE AND WAS BADLY BURNED.

The Story Told in a Suit for Damages—Irvington Street Improvement Cases—Court News.

A ten-thousand-dollar damage suit, growing out of the explosion of a smelting machine being used on the street-car tracks of the city, was brought in the Superior Court yesterday. The explosion occurred on a night in July last, while the smelting machine was at work on Pennsylvania street, between North and St. Clair streets, uniting the joints of the rails. Among those injured was Mrs. Anna G. Graham, and she brings suit against the Indianapolis Street-Railway Company and the North American Improved Rail Joint Company. The latter had a contract with the street-car company and owned the smelting machine. When the explosion occurred Mrs. Graham was walking along Pennsylvania street, near the smelting machine, with her little daughter. When the molten metal began to fall, as a result of the explosion, Mrs. Graham threw the child in front of her and bent over the little one in order to protect her from the dangerous substance that was falling. In her effort to save her daughter, the plaintiff says, she was badly burned and was confined to her room for a period of six weeks. She says her nervous system is badly deranged and she is permanently injured. The plaintiff declares that the accident was the result of some one in charge of the smelting machine negligently emptying molten metal from the "cupola" of the machine into a bed of wet sand.

IRVINGTON STREET ASSESSMENT.

Superior Court Holds Barrett Law to Be Constitutional.

The Barrett law was held to be constitutional in a ruling made by the three Superior Court judges sitting together yesterday, in overruling demurrers filed by six Irvington property owners who are defendants in the street improvement cases. At the time Washington street was paved, in Irvington, several property owners refused to pay their assessments and the contractor brought suit against each of them to collect the assessments. In demurring the property owners claimed the Barrett law was unconstitutional, because assessments were not based on the benefits received, and private property was in their opinion taken for public use without just compensation. They contended the value of their property was not increased in proportion to the assessments made. For convenience the cases, which had been filed in all the Superior Courts, were considered together. Judge Carter, who gave the decision, said the question before the court was whether the law makes any provision by which the matter of benefits may be considered when property is assessed for street improvement. He said the Council, or Town Board, as the case may be, may grant a hearing to any property owner who objects to the assessment and may alter the specifications of the engineer. It is not clear, however, he said, whether the council or board may consider the question of benefits, but he thought it would not be too broad an interpretation of the law to say that alterations in the specifications may be based on the evidence of property owners as to benefits derived.

FINED FOR CONTEMPT.

Action in the Kissel Case Taken at Noblesville.

Fred Kissel, proprietor of Kissel's beer garden, at Capitol avenue and Twenty-eighth street, was fined $300 for contempt of court by special Judge Ira W. Christian at Noblesville yesterday. Kissel, it will be remembered, was enjoined from running his place of business in a suit brought against him by Zimri C. Lewis and tried in Hamilton county. An affidavit was filed against the defendant charging him with violating the injunction and a warrant alleging contempt of court was issued for his arrest. The court overruled a motion for a new trial, whereupon the attorneys for the defendant gave notice of an appeal to the Supreme Court. Kissel is said to be in St. Louis.

On Account of a Husband's Death.

The suit of Catherine Foltzenlogle, administratrix of the estate of Michael Foltzenlogle, against Hetherington & Berner, of this city, went to trial yesterday in Room 2, Superior Court. Mrs. Foltzenlogel is suing for $10,000 damages on account of her husband's death. He was employed as a foreman by Hetherington & Berner, and with two other employes was sent to school building No. 4 to put up some iron work. While the men were at work on a scaffold it fell with them and all were injured. They were sent to the hospital, where Foltzenlogle died, leaving a widow and ten children.

Wallace Foster's Damage Suit.

Wallace Foster, in the Superior Court, has sued the city of Indianapolis for $5,000 damages. The plaintiff is seeking to recover damages on account of injuries received near the corner of Market and Illinois streets on Feb. 23 last. The plaintiff had alighted from a car, he says, and was walking in the street, when he stumbled into a hole in the pavement. He avers that his ankle was sprained and will always cause him to suffer.

Husband and Wife Sue.

Philip Howard and his wife, Laura, filed suit in the Superior Court yesterday for $10,000 and $5,000, respectively, for damages. They were struck by a car at Irvington last April. They were driving in a buggy across the tracks and the car, which, they say, was going thirty miles an hour, struck them without any warning.

New Trial Refused.

Judge Alford, of the Criminal Court, fined L. J. Isenhour $50 and costs yesterday, he being convicted by a jury of using formaldehyde in milk which he sold. A motion for a new trial was overruled and sixty days were given in which to file a bill of exceptions.

THE COURT RECORD.

Superior Court.

Room 1—John L. McMaster, Judge.

Sylvester Hatfield vs. U. S. Benevolent Society; suit on policy. Finding for defendant. Judgment against plaintiff for costs.

Carl Roloff et al. vs. James Quigley; habeas corpus. Petitioners dismiss. Judgment against petitioners for costs.

Lucy McCord vs. Thomas McCord; divorce. On trial.

Room 2—James M. Leathers, Judge.

Tillie Myers, administratrix, vs. Wm. C. Scofield; damages. Jury returns verdict in favor of plaintiff and assesses the damages at $4,000.

Catherine Foltzenlogel, administratrix, vs. Hetherington & Berner Company; damages. On trial by jury.

Room 3—Vinson Carter, Judge.

John A. Smock vs. Joshua Admire; lien. On trial by court.

Circuit Court.

Henry Clay Allen, Judge.

Lawson B. Hughes et al. vs. Keyless Lock Company. Jury returns verdict for defendant for $38.35.

James T. Bymaster et al. vs. Citizens' Insurance Company, of Evansville, Ind.; on policy. Submitted to court. Evidence heard in part.

New Suits Filed.

Marion Bond Company, trustee, vs. John W. Swindler et al.; improvement lien. Superior Court, Room 1.

Marion Bond Company, trustee, vs. Anna Hays et al.; improvement lien. Superior Court, Room 3.

State Bank of Indiana vs. Charles Reynolds et al.; suit on note. Superior Court, Room 2.

Alina Berry vs. Orville Berry; divorce. Superior Court, Room 2.

Lillian McKelvie vs. David Clarence McKelvie; divorce. Circuit Court.

Isaiah Holdcroft vs. Allie H. Holdcroft; suit for divorce. Superior Court, Room 1.

Philip Howard vs. Citizens' Street-railroad Company et al.; damages. Superior Court, Room 3.

Wallace Foster vs. City of Indianapolis; damages. Superior Court, Room 3.

Anna G. Graham vs. the Indianapolis Street-railway Company et al.; damages. Superior Court, Room 1.

BASE FOR MORTON STATUE.

New Plans Submitted by Sculptor Neihaus and Partly Accepted.

Special to the Indianapolis Journal.

WASHINGTON, Oct. 19.—Sculptor Neihaus to-day submitted his plan for the reconstruction of the base or pedestal for the Oliver P. Morton statue, which is eventually to take its place in Statuary Hall. It will be recalled that the committee which assembled here some weeks ago to view the statue disapproved the pedestal or base on which the sculptor had placed the heroic figure of Indiana's famous war Governor. The committee informed the sculptor that the figure itself was eminently satisfactory and its judgment was that it be accepted, but the base on which Mr. Neihaus saw fit to place the marble statue was incongruous and entirely out of harmony with other stautes which have been constructed by various States of the Union. The statue, with the exception of the base, was accepted and a part payment made upon it in behalf of the State of Indiana. The balance was withheld until such time as Sculptor Neihaus should so construct the base as to strike the artistic eye of the committee.

The "revised" committee on behalf of the State of Indiana is composed of Controller Tracewell, State Senator Shiveley and Architect Smithmeyer, the designer of the Congressional Library. The two latter gentlemen to-day received and approved the plans which Sculptor Neihaus has submitted for the new base, subject to Mr. Shiveley's approval. That they have approved these plans of the sculptor is indicative that Mr. Neihaus has evolved an artistic base on which to place his very excellent marble statue of the famous Indianian goes without saying. The statue will within a few days be mounted upon its new pedestal, covered over with a cloak of heavy muslin and, if accepted by Congress, of which there is little doubt, will be unveiled during the early weeks of the coming Congress.

EOLUS FICKLE.

(Concluded from First Page.)

latter would be excellent. While the wind remained steady in the same quarter it diminished in strength at times, coming in puffs occasionally, but on the whole the outlook for finishing the race was not very encouraging. At 1 o'clock, when the outer mark was in plain sight from the racing yachts, At 12:45 both yachts gybed after taking in their spinnakers and set those sails again to port, Columbia setting hers first. The wind canted to the westward gradually during the next half hour and at 1:32 the Columbia gybed to port, quickly followed by Shamrock, which dropped her spinnaker boom to starboard and set the sail at 1:40, the Columbia setting her spinnaker four minutes later.

It was a long drift before the wind, with scarcely enough of it to fill their sails during the next forty-five minutes. Balloon jib topsails were taken in when the yachts were about a mile north of the outer mark, and as they approached it, jibs, staysails and baby jib topsails were hoisted, ready for the windward work soon to follow. It was noted as Columbia came down for the mark that her great mainsail, with its crosscut cloths, was a brand new one, having in it four battons and two reef bands. The cloths in her spinnaker ran horizontally, while those on the Shamrock were perpendicular. At 2:20 Columbia took in her spinnaker and all hands stood by to round in the main sheet as she approached the mark. Shamrock's spinnaker came in at 2:27. The official time of the turn was: Columbia, 2:24:45; Shamrock, 2:31:03.

COLUMBIA SIX MINUTES AHEAD.

By this it will be seen that the Columbia was 6 minutes, 18 seconds ahead at the mark; that her elapsed time was 3 hours, 23 minutes, 12 seconds, and that the Shamrock's was 3 hours, 29 minutes, 3 seconds, showing that the Columbia's gain had actually been 5 minutes, 51 seconds in the fifteen mile run.

When Columbia luffed around the mark, coming up sharp on the wind on the starboard tack, Captain Barr round the wind to be about west by north, which meant that if he held in that quarter he would be able on the other tack to lay his course for the finish without making another tack. One minute and twenty seconds after rounding the mark he put Columbia about and found his judgment to be correct, and, better still, the wind freshened considerably during the next half hour, sending the white sloop along at a six-knots clip. Hogarth, who went breeze-hunting off to the southward for eight minutes and ten seconds, lost just about that amount of time, for when he tacked and stood to the northwest line his imaginary advantage was that he was to windward of the Columbia's wake, while the latter yacht was nearly two miles ahead of him and pointing direct to the finish.

As Columbia stood to the northwest the wind canted to the southward gradually, and at 3:35 she was able to set a bigger jib topsail in place of the baby. She also set a balloon staysail. Fifteen minutes later the wind had canted to south-southwest. Down came the Columbia's jib topsail and up went a larger one. Shamrock followed suit a few minutes later. The wind was now falling lighter every moment. Shamrock was nearly three miles astern of he Columbia, and, while the lightship was in sight from the Columbia's deck, she was still five miles from it at 4 o'clock, with only a half an hour of time left to finish within the limit. At 4:10 the committee boat sheered in towards the yachts and at 4:19 exactly she fired a gun and hoisted a signal declaring the race off. The yachts kept their sails drawing and headed towards the finih for some ten minutes longer, until their respective tugs came alongside and took them in tow.

When the race was declared off the Columbia was leading by about three miles. She had sailed toward the finish about eleven miles of the fifteen. So ended the eighth fluke of the international series. The yachts will race to-morrow over a similar course, to windward or leeward and return.

LIPTON AND ISELIN WEARY.

Both Wanted a Finish Breeze—Sir Thomas Willing to Sail Two Extras.

NEW YORK, Oct. 19.—Before the Erin left her moorings in the Horseshoe to steam out to the lightship Sir Thomas cast his weather eye skyward and gave it as his opinion that there would be no race. "My experience over here," he said, "convinces me that winds from the north or west do not hold. We shall have a start, but not a finish. I am sorry, too, for I had hoped to have a good blow. Then if we were beaten there would be nothing left to say."

Both racers had gone out from their anchorages when the Erin got under way, and the big steam yacht followed them to the starting point, while the hundred or more guests breakfasted or gathered on her decks and discussed the chances of the day. When the gun from the committee boat announced the time limit had elapsed and that "no race" was again the verdict the Erin steamed back to the Horseshoe and Sir Thomas's guests went home.

Sir Thomas himself was clearly tired of the whole affair. He has been living aboard his boat in the Horseshoe for more than a month, with but an occasional visit on shore. "I wish," said he, "that we could have had a good breeze and have settled the question one way or another."

Asked if he favored the suggestion that two more races be sailed in the event of the Columbia winning three straight and the cup, Sir Thomas replied in the affirmative, adding that it might be a good plan. Said he: "I am willing to stay a little longer in order to get at least one more triangular race and the chances of a race in a stiff breeze. Of course, it would have no effect on the possession of the cup, which will go to Columbia if she wins another race."

C. Oliver Iselin, looking a trifle weary after his race against time, was seen on the Columbia when she was towed into the Hook, about 6 o'clock. "I am very sorry it turned out as it did," said Mr. Iselin, in answer to a query. "Everything went well on board the Columbia and we are all right. There will be a race to-morrow and we are ready."

Another Would-Be Challenger.

LONDON, Oct. 20.—A provincial paper is authority for the statement that if the Shamrock fails to win the America's cup Mr. Lever, a millionaire soap manufacturer, intends to issue a challenge for a series of races in 1900.

H. G. Hilton Contests Father's Will.

NEW YORK, Oct. 19.—Henry G. Hilton to-day filed a contest to the probating of the will of his father, the late judge. Mr. Hilton asserts that at the time of the execution of the document his father was mentally incapacitated from making such a paper as he was under undue influence. It is further asserted by the contestant that testamentary witnesses to the will did not sign the alleged will at the request of Judge Hilton. By the terms of his father's will Henry Hilton is cut off with a provisional bequest of $25,000, out of the $5,000,000 estate.

The only one of its class—Y. B. 10c cigars

A WELL-CONTESTED RACE

EIGHTEEN STARTERS IN THE 2:18 TROT AT COLUMBUS YESTERDAY.

Joe Rhea the Best Stayer, and He Won by Taking the Second, Third and Sixth Heats—Other Events.

COLUMBUS, O., Oct. 19.—The races were started at 11 a. m. at the Columbus Driving Park to-day and all but one of the races on Wednesday's and to-day's cards were cleaned up, eighteen heats being trotted and paced. Carmelita won the unfinished 2:30 pace, while Miss Edith won the 2:12 pace. The big race of the day was the 2:18 trot, with eighteen starters. Joe Rhea won after a hard-fought battle, the brown gelding proving his staying qualities by the ease with which he won the sixth and last heat. But one heat was paced in the 2:23 class, and Clinton B. took it in the fast time of 2:11¾. Dispute was second, Billy J. third and Fay Highwood fourth. Summaries:

2:30 Pace; purse $600 (postponed from Wednesday):

Carmelita, b. m., by Cornelius	8	4	1	1	1
Circle, b. m.	1	7	3	4	2
The Duchess, blk. m.	2	1	5	3	5
McKinley, b. g.	4	3	2	2	4
Bud Brown, blk. g.	5	2	6	5	3
Blasia, b. g.	7	5	4	dr	
The Admiral, b. g.	3	6	dr		
Russellmore, b. g.	6	ds			

Time—2:22½, 2:19½, 2:21½, 2:17¼, 2:16¾.

2:12 Pace; purse, $600 (postponed from Wednesday):

Miss Edith, br. m., by Edgewood	9	6