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JOURNAL'S BUSINESS DIRECTORY.

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

DYEING—
BRILL & CO., 155 N. Illinois st. and 238 Mass. ave. Party, ball and theatrical dresses cleaned equal to new; also, dyeing and cleaning gents' and ladies' garments by 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. 138-144 Virg. ave. 'Phone 1269.

MANTELS AND GRATES—
P. M. PURSELL (Mantels, Furnaces), 221 Mass. ave

PATENT LAWYERS—
CHESTER BRADFORD, 1233 to 1238 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, 99 N. Delaware st. Tel. 411. Lady Attendant.

WALL PAPERS—
H. C. STEVENS, New Style Wall Paper, Low prices. 830 N. Senate ave. Tel. 2 on 2582.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—320 Nor'h 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

DIED.

JONES—John L. Jones, at his residence, 421 North Illinois street, Thursday at 9:15 p. m. Notice of funeral later.

NOBLE—Winston Parke, son of the late Gov. Noah Noble, at his home, 1431 North New Jersey street, Dec. 6, 1899, aged sixty-five years. Funeral from Grace Cathedral on Friday, Dec. 8, at 10 a. m. Burial private.

SOCIETY MEETINGS.

MASONIC—Attention, Sir Knights! Raper Commandery, No. 4, K. T. Special conclave in Masonic Temple this (Friday) evening at 7:30 o'clock, for work in R. C. Order.
WM. SCHOPPENHORST, Em. Com.
JACOB W. SMITH, Recorder.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES 75 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., 150 East Market street

FINANCIAL—To loan $2,500 and $2,000 on real estate. B. A. RICHARDSON, 127 East Market street. Phone 182.

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.

FOR SALE—Coal, coke and wood. C. F. HUNT CO. Both 'phones, 1189.

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

FOR SALE—Bank counters of high grade, made by A. H. Andrews Co., of Chicago. Counter has been in use, but well taken care of. Will sell at one-fourth its value. Address MARION BANK, Marion, Ind.

FOR SALE—Seven thousand acres good timber, —white and black oak and pine—in Missouri, six miles from railroad, 200 miles from St. Louis; $2.50 per acre; land valuable with timber off. L. F. PERDUE, Terre Haute, Ind.

WANTED—MALE HELP.

WANTED—Cash for acceptable ideas; state if patented. Address THE PATENT RECORD, Baltimore, Md.

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—Electrotype finisher; first-class experienced finisher; exceptional position for a good all-round mechanic. Address at once with full particulars as to experience and ability, etc. M'DONALD & CO., 117 Longworth street, Cincinnati, O.

WANTED—Electrotype builder; experienced at building and battery work; must thoroughly understand his business and be a good, reliable mechanic. Address at once with full particulars. M'DONALD & CO., 117 Longworth street, Cincinnati, O.

WANTED—Men to learn barber trade; only two months required to complete; will pay $15 weekly when competent; have 500 positions open Jan. 15; come now and prepare for these places; no expense to learn if you will work for us; catalogues mailed free. MOLER BARBER COLLEGE, Chicago, Ill.

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.

FOR RENT.

FOR RENT—House of ten rooms and bath, modern in every respect, 1211 College avenue. Call at GEO. J. HAMMEL, 410 Massachusetts avenue.

LOST.

LOST—Wednesday, box containing twelve handkerchiefs, six plain and six with black border. Finder please return to Journal office.

NOTICE.

NOTICE—The Indianapolis Board of Trade is prepared to loan money on first mortgage security at low rate of interest. Apply to Secretary, Room 36, Board of Trade building.

Pensions for Veterans.

Certificates have been issued to the following-named Indianians:

Additional—Charles F. Emery, Cochran, $6 to $8; Robert Hooker, New Washington, $8 to $10.

Increase — James Clark Hollick, Greencastle, $10 to $14; Jerome Young, Bedford, $14 to $24; Samuel Clifford, Cicero, $14 to $17; Theophilus Longest, English, $12 to $17; Aaron Overstreet, Lizton, $6 to $12; Alvarian Darnall, Bedford, $24 to $30; Thomas P. Letsinger, Jasonville, $12 to $14; Alfred L. Reynolds, National Military Home, Marion, $6 to $12; James M. Leak, Lizton, $10 to $14; John V. Preston, Anderson, $8 to $12; William Hogue, Bicknell, $16 to $24; Gen. A. Williamson, Ligonier, $14 to $24; Henry A. Grabhorn, Tell City, $16 to $17; Francis J. Hauhn, Indianapolis, $16 to $17; William Kitchen, Haubstadt, $6 to $14; George E. Fralim, Loogootee, $16 to $17; Church Matcox, Chandlersburg, $8 to $10; Charles W. Scott, Lebanon, $6 to $10.

Reissue — Michael M. Bennett, Noblesville, $17.

Reissue and Increase—Mark H. Ragsdale, Loogootee, $12 to $14.

Original Widows, etc.—(Reissue) minors of Robert F. Akers, Ligonier, $18.

Mexican War Widows—(Special accrued, Nov. 22) Nancy S. Waterhouse, Jeffersonville, $8; Mary A. Jones, Greencastle, $8.

Miserly Munificence.

New York Tribune.

They were telling a story in Wall street last week about a speculator who is notoriously parsimonious, even miserly, with his money. He had a religious upbringing in his youth, however, and, though he has departed pretty far from the precepts he learned at his mother's knee, he yet has spasms of conscience once in a while. One of these occurred recently, and while the conscience-stricken broker was under the spell a consumptive-looking beggar asked him for a nickel to get something to eat. Instead of ignoring the mendicant, as usual, the broker stopped and interrogated him. Evidently convinced that the man was genuinely in need of food, the broker told him to wait a minute. Then, turning into a near-by saloon, the broker bought a drink and swallowed it. Taking a handful of crackers from the free-lunch counter he walked out and gave them to the beggar.

Too many heavy cigars will make any man get up in the morning feeling like thirty cents—the Y. B. 100 Cigar leaves no bad after effects.

HELPFUL ORGANIZATIONS

CAR-SERVICE BUREAUS A GREAT AID IN MOVING CARS PROMPTLY.

Tidewater Rates to Go Up with Rail Rates—A Matter of Interest to Traveling Freight Agents.

The car-service bureaus have been in operation about eight years and are proving a great aid in keeping cars moving, their agents watching closely that a consignee unloads a car as early as practicable and that the same car is placed for loading without delay. In case the rules of the bureaus are not respected the violator pays a per diem for the time the car is out of use after forty-eight hours from the time it is placed in position. What this means and its importance is shown in the report of the National Association of Car Service, which shows that in the quarter ending Sept. 30 there were handled by the twenty-six individual bureaus 4,456,446 cars, against 3,382,480 in the corresponding three months of 1898, an increase this year of 1,073,966 cars.

Tidewater Rates to Go Up.

The freight officials of the roads and steamship lines interested in the movement of tidewater freight have decided to follow the railroads in the matter of advancing rates. The Pennsylvania, the Baltimore & Ohio, the Philadelphia & Reading and the Central of New Jersey are the most interested, and a committee of these roads and of the steamship lines has been laboring for some time to bring about an advance in rates at tidewater points. As a result of a meeting this week it is believed that within a short time the advance will be made on all the roads, the steamship lines being anxious that such a step be taken Jan. 1. Owing to the many classes of freight handled in the interchange of business between the railroads and the steamship line, every item has to be gone over carefully before any change can be made.

Gloomy Outlook.

Buffalo Courier.

Traveling freight agents are interested more than any other class of railway men in the consummation of the gigantic traffic pool east of Chicago, because the existence of an agreement of this kind means the wiping out of these men. Much depends upon the traveling freight agent in getting business at tariff rates, or, in other words, at any old rates at all, but if the railways combine their business and make what traffic is allotted to them by virtue of the agreement there will be no object in maintaining a staff of traveling solicitors. The freight traffic will be handled directly from general headquarters, and a few more assistant general freight agents will have to be constituted by the trunk lines. It is feared that some men who have spent the best portion of their careers will be let out.

Personal, Local and General Notes.

Paul Raymor, chief of the Weighing and Inspection Bureau, was in the city yesterday.

The Chesapeake & Ohio is in the market for one thousand coal cars of eighty thousand pounds capacity.

E. C. Cook, managing editor of the Railway Journal, St. Louis, is in the city calling on railway officials.

The Chicago & Eastern Illinois has asked for bids on five large passenger locomotives of the ten-wheel type.

Hereafter what has been known as the Toledo, Columbus & Hocking Valley Railroad Company will be the Hocking Valley Railroad Company.

E. O. McCormick, passenger traffic manager of the Southern Pacific, and George T. Nicholson, passenger traffic manager of the Santa Fe lines, with subordinate officials, will meet Dec. 15, to talk over rate matters, and take steps to work together in handling Pacific coast business and maintaining rates.

The auditors of the various railroads examined the accounts of the Union Station ticket office yesterday and found an excess of $3.49 on hand.

The Haskell-Barker car works at Michigan City, the largest plant in Indiana, are now employing 1,700 men and turning out thirty new cars daily.

The last week in November the passenger earnings of the Monon lines increased $5,012 over the corresponding week of 1898, and freight earnings [illegible].

The Chicago & Eastern Illinois has declared a quarterly dividend on its preferred stock of 1¼ per cent., and 2 per cent. on its common stock, payable Jan. 2.

The ticket offices and those of District Passenger Agent Richardson, at Indianapolis, are said to be the handsomest and best appointed on the Pennsylvania lines west.

Wayne MacVeagh, representing the Pennsylvania and its affiliated lines, states that out of 160,000 cars on their lines 148,000 are equipped with automatic couplers and air-brakes.

With the merging of the Wagner with the Pullman Company on Jan. 1, T. Leyton, superintendent of the Pullman Company, at Indianapolis, will also have charge of the Wagner equipment.

Dr. W. H. Bogle has been appointed divisional surgeon on the Missouri Pacific, at Atchison, embracing the entire central branch system and the main line from Leavenworth to Hiawatha.

It is stated officially that millions of dollars will be spent on the Monongahela division of the Pennsylvania lines in the way of cutting down grades eliminating curves and putting in new bridges.

It is stated that E. A. Backard, purchasing agent of the Baltimore & Ohio, has bought more railroad supplies in the last eighteen months than has any purchasing agent of any system of roads in the country.

In the construction of all bridge abutments the Lake Erie & Western is now using concrete made of crushed stone and Portland cement, instead of cut stone. The maintenance of way department is much pleased with results.

S. P. Bush, superintendent of motive power of the Panhandle, who takes a similar position on the Chicago, Milwaukee & St. Paul on Jan. 1, is thirty-five years of age, and is thought to have acted wisely in making his proposed change.

J. C. Sims, superintendent of the employes' savings fund of the Pennsylvania lines, has issued a notice to depositors that, under the provisions of the fund, on July 1, 1900, the interest on deposits will be reduced to 3½ per cent. per annum.

Lucien J. Irwin, agent of the Cumberland Gap Dispatch, at Chicago, has been appointed general freight and passenger agent of the Louisville, Henderson & St. Louis Railroad, with headquarters in Louisville, to succeed the late Edgar Hill.

Recent reports of a compromise between the Pennsylvania and Panhandle stockholders are pronounced unfounded. No suits have been brought in the Ohio courts, as reported, and if they are brought the cases would be defended in Pennsylvania, it is stated.

The Southwestern limited over the Bee-line division of the Big Four, was late yesterday, leaving Cleveland two hours and twenty-eight minutes behind time, owing to snow drifting on the Lake Shore at Ashtabula. The snow was seventeen and one-half inches deep.

Thomas C. Peck, for years city passenger agent of the Big Four, now with the Los Angeles Terminal Railway as general agent of the passenger department, has been appointed chief clerk of General Manager Hynes, and is authorized to sign the general manager's name officially.

For the first time this Fall or Winter the roads crossing northern Indiana, owing to bad weather and snow, have been obliged to reduce the tonnage of freight per engine. Usually this is done in early November, but as yet all Indianapolis lines are hauling full trains and summer tonnage.

The Pittsburg, Fort Wayne & Chicago is testing a new pattern of snow plow. In addition to the regulation steel plates on the nose of the plow, there are steel plates which drop down nearer the rails and remove the snow completely. The plates are adjustable and can be operated at the will of the engineer.

Charles Fuller, superintendent of motive power of the Vermont Central, will on Jan. 1 take charge of the large shops of the Erie at Susquehanna, Pa. Mr. Fuller began his career in the shops of the Terre Haute & Indianapolis several years ago, under C. R. Peddie, for years master mechanic of the Vandalia shops.

Frank Ree., general passenger agent of the Monon, was in the city yesterday. He says the reports of rates being demoralized at Chicago on passenger business west are without the least foundation and simply do harm. Such reports are credited at points on connections of the Chicago lines west. At no time in years have passenger rates, he states, been as firm as at present in all directions.

The October earnings of the Norfolk & Western, gross, were 12 per cent. greater than in October, 1898, and the net earnings 23 per cent. larger. The first four months of the company's fiscal year, ending Oct. 31, the lines were operated on 59 per cent. of the gross earnings, against 63 per cent. in the corresponding period of 1898.

Five million dollars are to be expended by the Delaware & Hudson River Railroad Company in the replenishing of its rolling stock. Orders have been placed for forty-two locomotives of the latest type, at a cost of $800,000, and 4,000 freight cars, at a cost of $4,000,000. The latest of these orders was given yesterday for 1,000 freight cars to the American Car and Foundry Company.

M. W. Mansfield, superintendent of the Indianapolis & Vincennes, who, with other officials of the Pennsylvania lines, spent several days in consultation at Pittsburg and Cleveland concerning improvements at Cleveland, returned yesterday. The Pennsylvania Company will make Cleveland a much more important point in its system, and in the next twelve months extensive improvements will be made in track and dock facilities at that point.

George R. Blanchard, of New York, formerly a commissioner of the Joint Traffic Association, was before the Industrial Commission at Washington yesterday. He contended that the interstate-commerce law was not intended to authorize the commission to fix railroad rates and that it should not have this power. He did not consider five men capable of passing justly upon the various rate questions that would naturally arise. Such authority would make them superior to all the railroad managers of the country.

The Canada Gazette announces the application for incorporation of the Alaska & Northwestern Railroad Company to construct and operate a railway from a point at or near Pyramid harbor on Lynn canal or from a point on or near the international boundary between Canada and the United States in the vicinity of Lynn canal, thence through the Chilkoot pass and thence by way of the Dalton trail to a point at or near Ft. Selkirk on the Yukon river in the Northwest Territory; also to build and operate tramways and for other purposes related.

The steady increase in the amount of rolling stock on the Pennsylvania lines has brought about a change which a majority of the officials and trainmen thought would never happen. For years all cabooses and cabin cars on the Pennsylvania lines have been numbered up in 90,000; no one ever thought that these numbers would ever be changed, but the unexpected has happened, and the rapid approach to 90,000 in the numbers on the new cars being put into service has made it necessary to make the cabooses run in the 100,000. Every class of rolling stock on the Pennsylvania lines is distinguished by a series of numbers distinct from any other class.

O Star of France!

O Star of France,
The brightness of thy hope and strength and fame,
Like some proud ship that led the fleet so long,
Beseems to-day a wreck driven by the gale a maseless hulk.
And 'mid its teeming, madden'd half drowned crowds,
Nor helm nor helmsman.

Dim smitten star,
Orb not of France alone, pale symbol of my soul, its dearest hopes,
The struggle and the daring, rage divine for liberty,
Of aspirations toward the far ideal, enthusiast's dreams of brotherhood,
Of terror to the tyrant and the priest,
Star crucified—by traitors sold,
Star pantine o'er a land of death, heroic land,
Strange, passionate, mocking, frivolous land.

* * * * * * * * *

O Star! O ship of France, beat back and baffled long,
Bear up, O smitten orb! O ship, continue on!
Sure as the ship of all, the earth itself,
Product of deathly fire and turbulent chaos,
Forth from its spasms of fury and its poisons
Issuing at last in perfect power and beauty,
Onward beneath the sun, following its course,
So thee, O ship of France!

—Walt Whitman.

COLOMBIA'S REVOLUTION

ITS CAUSE EXPLAINED BY ONE OF SECRETARY HAY'S AGENTS.

Finances of the Republic in Bad Condition—Disastrous Blunder of a Rebel General.

WASHINGTON, Dec. 7.—The government has received through one of its agents a most interesting account, dated the latter part of November, of the inception and growth of the present revolutionary movement in Colombia. The revolution, according to this staement, is an attempt on the part of the Liberals to oust the Conservatives, who have been in power for many years. The finances of the country are said to be in a bad condition. The present rate of exchange is eight Colombian dollars for one in gold, but ten to one is often given. The effect of this state of affairs upon trade and commerce was disastrous, and the Liberals saw their opportunity to revolt.

The present revolution is represented to be well organized, with directories of each of the eight provinces and military officers of reputation as leaders, such as Uribe Uribe, Ruiz, Cigarero, etc. Their troops are poorly armed, undisciplined and green, so that for the present they can carry on only a guerrilla warfare. The uprising was premature and in advance of the arrival of proper arms and supplies, being incited by the sister revolution in Venezuela. The disturbance began in Santander, which is now the center of the revolution. The garrisons of the coast towns and ports, when the advices were sent, were being hurried to the scene of the revolt by the government and only a few ragged conscripts were left for protection. The regular troops were asserted to be ten thousand strong, well armed with Mausers and disciplined, but so far as the agent could see they were really armed with antiquated guns of every make.

The revolutionary movement had so far been confined to Santander, and it was affirmed that the Liberals would make no demonstration in Panama and Colon on account of foreign interests there. The country was under martial law and all males capable of carrying arms were being impressed into the military service, so that a state of terrorism prevailed. The principal engagement so far has been a naval one, and the agent gives a graphic account of it. It took place on the night of Oct. 24, at Los Obispos, some three hundred miles up the Magdalene river, below Puerto Nacional. The revolutionists were embarking on seven river steamers, which they had seized, and were coming down the river, presumably with the hope of capturing Cartagena or some other coast town, in order to get possession of the custom house and revenues. Their steamers were unprotected and unarmed, while the government troops were on two side-wheel vessels which had been protected by plating and railway iron, and were armed with Gatlings and one Hotchkiss gun. The two fleets met in the dark, one steaming up the river at a speed of seven knots, the other coming down the rapid current at twelve to fourteen knots. The government vessels—the Hercules and Colombia—were charged by the Helena and others of the insurgent force, and the Hercules was rammed by the Helena, but the blow struck her on the paddle box and did no material damage. The general on the Helena then ordered his pilot to ram another vessel, which the pilot assured him, was one of his own squadron, but, with a revolver to the man's head, the general insisted on his command being obeyed. The result was that the Cristobal Colon, a steam dredger and his best ship, was struck amidships and went down, carrying with her 250 men. This loss so disheartened the insurgents that they put about, ran their vessels along shore and deserted them. Other than this one great disaster there were only eight or ten casualties in all, including the general's pilot, who was promptly shot to cover the mistake of his superior.

It was reported that since then the insurgents had lost Cigarero, one of their ablest generals, in a recent engagement, and rumors were current, without confirmation, that the insurgents had captured Bogota. With the exception of the capture of Rio Hacha by the government forces, after slight resistance, all operations have been confined to the original province of Santander and Tolima, and the seacoast was unaffected, except by martial law, conscription and paralyzing uncertainty.

AMUSEMENTS.

ENGLISH'S
To-Night, To-Morrow Afternoon and Night,
The Famous BOSTONIANS
REPERTORY:
To-Night—"THE SMUGGLERS."
To-Morrow Afternoon—"ROB ROY."
To-Morrow Night—"THE SERENADE."
PRICES—Night: $1.50, $1, 75c, 50c, 25c. Mat.: $1, 75c, 50c, 25c.

MONDAY, TUESDAY and WEDNESDAY Dec. 11, 12 and 13
Popular Wed. Matinee, 25c, 50c.
Blanche Walsh and Melbourne Macdowell
IN SARDOU'S GREAT PLAYS.
Monday Night and Wed. Matinee..."LA TOSCA"
Tuesday Night..."GISMONDA"
Wednesday Night..."FEDORA"
PRICES—25c, 50c, 75c, $1, $1.50. Seats now ready.

GRAND — TO-NIGHT
25c Matinee Saturday.
GRAND STOCK COMP'Y
in Boucicault's great comedy drama,
"The Jilt"
Evening Prices—Lower floor, 50c; balcony, 25c; gallery, 15c; matinees, 25c.
Next Week—"Captain Swift." In preparation, "Men and Women."

PARK — TO-DAY — 2 p m 8 p m
The World's Three Greatest Magicians,
Leroy, Fox and Powell
A brilliant, novel and marvelous entertainment of sensational surprises, allied with a carefully selected array of high-class vaudeville stars.
10c, 20c, 30c. Everybody goes to the Park.
Next Week—"McIntyre & Heath's Comedians."

Empire Theater
Wabash and Delaware Sts.
THREE DAYS ONLY
Commencing...THURSDAY MATINEE...Dec. 7
Every Night. Matinee Daily.
Gay Masqueraders
And Sharkey-Jeffries Fighting Pictures.
Prices of Admission—10c, 15c, 25c, 50c.
Dec. 11, 12, 13—"Imperial Burlesquers."
Dec. 14, 15, 16—"City Sports."

LEGAL ADVERTISEMENTS.

Treasury Department, office of the Secretary, Washington, D. C., November 17, 1899. Sealed proposals will be received at the Treasury Department until 2 o'clock p. m. Friday, Dec. 15, 1899, and then publicly opened for the purchase of the real estate now known as the Indianapolis, Indiana, postoffice site, comprising the real estate, with all buildings thereon situated, now owned and occupied by the United States government and located on Pennsylvania and Maryland streets, in the city of Indianapolis, Marion county, Indiana. No offer of less than four hundred thousand dollars ($400,000) will be considered. Bids may be made in the alternative, stating the amount to be paid if the whole of the purchase price is for cash and the amount to be paid if time is allowed; the deferred installments to be paid in one, two and three years, with interest at the rate of 4 per cent. A cash payment of at least fifty thousand dollars ($50,000) will be required, and bidders must state their wishes as to the manner of making the deferred payments. Each proposal must be accompanied by a certified check for five thousand dollars ($5,000) to the order of the secretary of the treasury as a guarantee of good faith. The government reserves the right to remain in possession and occupancy of the entire property until the new United States courthouse and postoffice building, to be erected at Indianapolis, is completed and ready for occupancy, and for such possession, use and occupancy the government will pay the purchaser an annual rental therefor a sum equal to interest on the purchase price of 4 per cent. per annum, to which shall be added the cost of all needful repairs, lawful taxes and reasonable fire insurance. The right is reserved to reject any or all bids received, or to waive defects or informalities in any bid, should it be deemed in the interest of the government to do so. Each proposal must be sealed, marked "Proposal for purchase of postoffice site, Indianapolis, Indiana," and addressed and mailed to L. J. GAGE, Secretary of the Treasury.