JOURNAL'S BUSINESS DIRECTORY.

AGENT INDIANAPOLIS JOURNAL—
Wm. L. Rice, 2605 West Michigan street. Telephones: Old, 2876; new, 3152. Territory west of White river.

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

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

PATENT LAWYERS—
V. H. LOCKWOOD, pamphlet or any general information free of charge. 415-418 Lemcke building.

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

WALL PAPERS—
H. C. STEVENS, New Style Wall Paper. Low prices. 220 N. Senate ave. Tel. 2 on 2552.

FUNERAL DIRECTORS—
FRANK BLANCHARD, 99 N. Delaware st. Tel. 411. Lady Attendant.

TUTEWILER & SON, Undertakers. 124 W. Market St. Tel. 216.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—(Licensed embalmers.) Can ship diphtheria and scarlet fever. Lady embalmer for ladies and children. 320 North Illinois st. Telephone 641. new and old.

Old 250. C. E. KREGELO. New 250.
FUNERAL DIRECTOR.
222 N. Delaware St.
Residence 128 E. Vermont St. (Colonial Flats.
New Phone, 1749.
M. L. WELLS—Associated with C. E. Kregelo. 1606 College avenue. New 'Phone 2939. Old 'Phone 1629.

DIED.

HARVEY—William Foster Harvey, died Jan. 27, 1901, aged seventy-five years. Services at residence, 4032 East Twenty-eighth street, Brightwood, at 3 p. m. Monday, Jan. 28, 1901. Friends invited. Burial at Plainfield, Ind., Tuesday, Jan. 29, at 10 a. m.

SWIFT—Maud Swift, aged eighteen years, daughter of Rev. Joseph A. Swift, 306 East St. Clair street. Funeral Tuesday afternoon. Burial Crown Hill.

FUNERAL NOTICE.

MAGILL—The funeral of Miss Susie A. Magill will be at 2 p. m. Monday, Jan. 28, at 1824 North Alabama street. Friends invited.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 127 East Market street.

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

STORAGE.

STORAGE—INDP'LS WAREHOUSE CO. W. E. Kurtz, Pres. H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1342. We STORE, PACK and HAUL.

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

NOTICE.

NOTICE—JOSEPH GARDNER, tin work and furnaces, 39 Kentucky ave. Telephone 222.

DENTISTRY.

DENTISTRY—EARHART'S DENTAL PARLORS, 15½ East Washington street. Call and get prices.

WANTED—MISCELLANEOUS.

200 BOOKS FREE THIS WEEK—Perfume, music and notions. 4,000 in all. One free with every copy of "Happiness at Home," to advertise it. Call early. 128 Virginia avenue.

PERSONAL.

ZAPHNATH—Palmist and phrenologist; your talents, business and matrimonial prospects wonderfully disclosed. Daily, 13 West Market. Fees $1. Monday and Saturday 25c and 50c.

WANTED—FEMALE HELP.

WANTED—Ten women to sell "Happiness at Home." 1,000 of premiums. One with each paper. 128 Virginia avenue.

WANTED—MALE HELP.

WANTED—Boiler makers for work out of city; must be competent all-round men. Apply at Room 24, Princeton Hotel.

WANTED—The Pasture Stock Food Co., 324 Times building, Chicago, offers $15 per week and 10 per cent. on all sales for a man with horse and buggy to sell Pasture Stock Food.

WANTED—For U. S. army, able-bodied unmarried men between the ages of 21 and 35, citizens of the United States, of good character and temperate habits, who can speak, read and write English. Recruits specially desired for service in Philippines. For information apply to Recruiting Officer, 25 N. Illinois st., Indianapolis, Ind.

WANTED—AGENTS.

WANTED—Greatest novelty out; any live man can make from $3 to $5 per day; sample and full particulars 12 cents. HARRISON PURCHASING CO., 365 West Harrison street, Chicago, Ill.

WANTED—Agents—For "Life of Queen Victoria and History of England and Her Colonies." Large and splendidly illustrated book. Biggest terms to agents. Credit and freight paid. First agent around will coin money. Send quick for free outfit. Address, BIBLE HOUSE, 132 N. 12th St., Philadelphia, Pa.

WANTED—Agents wanted for "The Life of Queen Victoria." Distinguished authorship; over 100 magnificent illustrations; nearly 600 pages; price only $1.75. Greatest money making opportunity ever offered. $10 per day made easily. Big commission; we pay freight. Outfit free for 10c postage. Address, THE JOHN C. WINSTON CO., 718 Arch street, Philadelphia, or 334 Dearborn street, Chicago.

SEALED PROPOSALS.

Notice is hereby given, that the undersigned, the Board of Commissioners of Marion county, Indiana, will, up to 10 o'clock, a. m., Monday, Feb. 11, 1901, receive sealed bids for superstructure of bridge over White river, one-half mile west of Broad Ripple, according to plans and specifications on file in the office of the auditor of Marion county. Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids.

Witness our hands this 12th day of January, 1901.

JAS. E. GREER,
JOHN M'GREGOR,
THOS. E. SPAFFORD,
Commissioners of Marion County.
Attest: HARRY B. SMITH, Auditor.

Notice is hereby given, that the undersigned, the Board of Commissioners of Marion county, Indiana, will, up to 10 o'clock, a. m., Monday, Feb. 11, 1901, receive sealed bids for substructure of bridge over White river, one-half mile west of Broad Ripple, according to plans and specifications on file in the office of the auditor of Marion county. Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids.

Witness our hands this 12th day of January, 1901.

JAS. E. GREER,
JOHN M'GREGOR,
THOS. E. SPAFFORD,
Commissioners of Marion County.
Attest: HARRY B. SMITH, Auditor.

Notice is hereby given, that the undersigned, the Board of Commissioners of Marion county, Indiana, will, up to 10 o'clock, a. m., Monday, Feb. 11, 1901, receive sealed bids for superstructure of bridge over Big Eagle creek, on Crawfordsville free gravel road, also for repair of substructure of said bridge, according to plans and specifications on file in the office of the auditor of Marion county. Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids.

Witness our hands this 12th day of January, 1901.

JAS. E. GREER,
JOHN M'GREGOR,
THOS. E. SPAFFORD,
Commissioners of Marion County.
Attest: HARRY B. SMITH, Auditor.

Notice is hereby given, that the undersigned, the Board of Commissioners of Marion county, Indiana, will, up to 10 o'clock, a. m., Monday, Feb. 11, 1901, receive sealed bids for superstructure of bridge over Big Eagle creek, on the Reveal free gravel road, also the repair of the substructure of said bridge, according to plans and specifications on file in the office of the auditor of Marion county. Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids.

Witness our hands this 12th day of January, 1901.

JAS. E. GREER,
JOHN M'GREGOR,
THOS. E. SPAFFORD,
Commissioners of Marion County.
Attest: HARRY B. SMITH, Auditor.

Exchanging Children.

New York Tribune.

A curious idea has just been put in operation in Berlin. Arrangements have been made whereby parents of the poorer classes in the city and country may temporarily exchange their children, in order that the city children may learn something of country life and profit physically by their outings, while the country children may secure the liberal education which town life affords. Thus far the scheme has worked smoothly.

TONNAGE IS INCREASING

LOADED CAR MOVEMENT RECORD BREAKING FOR MIDWINTER.

Actual Earnings of the Big Four and Pennsylvania Lines for December and for the Six Months.

The train records show that there were received and forwarded at Indianapolis in the week ending Jan. 26 a total of 27,827 cars, 20,980 being loaded, an increase over the preceding week of 771 and over the week ending Jan. 12 of 1,009, and a considerable increase over corresponding weeks in January of former years, in fact, it was the largest movement of loaded cars in any midwinter week since these records were kept, and the better feature is that the business in all directions is being carried at tariff rates, whereas at the corresponding period last year and in 1890 freight rates were badly demoralized. It will be noticed that the Monon and the four Pennsylvania lines are the only roads which show a lighter movement this year than in the corresponding week of 1900, and in this connection it should be noted that a congestion of loaded cars at Pittsburg, Cleveland and Buffalo caused a lighter eastbound movement than it would have been if the roads had been clear, but in each case on Friday notice was given by eastern connections to resume forwarding all classes of freight. The shortage in cars is being gradually relieved, although no road has all the cars to fill orders as sent in promptly. Eastbound there is no increase in grain movement proper, but in cerealine products an increased tonnage is going forward and the same is true in provisions. In westbound business a little improvement is noticeable in higher class freights, in the lower class freights, as for some months past, the loaded car movement is limited to cars that can be supplied. In all directions a heavy tonnage of coal is being handled, and of railway supplies, iron structural work, etc. Local business improved some last week, country roads being in better condition for getting grain, produce and other freights to the way stations, and taking goods away. The packing houses are quite heavy shippers and at no time in the past, at this season of the year, have the stockyards done the amount of business they have this month. The table below shows the number of loaded cars handled at this point for the week ended Jan. 26, and for the corresponding weeks of 1900 and 1899.

Name of Roads.	1901.	1900.	1899.
C., I. & L.	522	578	509
I., D. & W.	472	351	612
C., H. & D.—Indp'polis div	828	807	768
I., E. & W.	585	510	452
Penn.—I. & V.	892	1,030	941
Penn.—J., M. & I.	840	1,024	865
Penn.—Chicago div.	823	1,027	734
Penn.—Columbus div.	1,873	1,771	2,337
Vandalia	2,159	2,120	2,165
P. & E.—East div.	844	758	701
P. & E.—West div.	1,056	981	989
Big Four—Chicago div.	2,877	2,726	2,615
Big Four—Cincinnati div.	2,749	3,241	2,910
Big Four—St. Louis div.	2,115	1,748	1,884
Big Four—Cleveland div.	2,345	1,896	2,395
Totals	20,980	20,571	20,777
Empty cars	6,847	6,908	6,294
Total movement	27,827	27,479	27,071

Railroad Earnings.

The statement of the Pittsburg, Cincinnati, Chicago & St. Louis for December, and for the twelve months ending Dec. 31 is a highly satisfactory one when what has been done in improving the condition of the property the past year is considered. The report of S. B. Liggett, secretary of the company, shows the following results, with the increase and decrease as compared with the year 1899 in corresponding periods:

December.	1900.	Inc.	Dec.
Gross earnings	$1,704,292	.....	$10,264
Operating expenses	1,345,896	$196,999	.....
Net results from operation	$358,396	.....	$207,263
Interest on bonds, rentals, etc.	96,392	.....	510,931
Profit	$262,095	$303,668	.....
Jan. 1 to Dec. 31.			
Gross earnings	$18,995,728	$891,305	.....
Operating expenses	14,066,535	1,095,301	.....
Net results from operation	$4,529,193	.....	$113,996
Interest on bonds, rentals, etc.	3,521,501	.....	153,262
Profit	$1,407,692	$39,266	.....

What is most encouraging is the profit of $1,407,692 after the deduction of the enormous additional expenses entailed by the big improvements now under way on all parts of the system, including the new bridges, the vast project for widening of tracks at Birmingham and Temperanceville, and the double track work and elevation of tracks in the city of Chicago.

The following shows the results of operating the Cleveland, Cincinnati, Chicago & St. Louis road for December and for the first six months of its fiscal year, which began July 1:

December.	1900.	1899.	1898.
Gross	$1,664,059	$1,505,819	$1,352,402
Net	531,590	539,702	394,252
Surplus	280,195	291,583	151,513
Six months ended Dec. 31.			
	1900.	1899.	Inc.
Gross	$9,272,550	$8,646,709	$585,841
Net	2,824,096	2,810,096	13,999
Balance	1,355,617	1,372,250	*16,633
Div. pref.	250,000	250,000	.....
Surplus	1,105,617	1,122,250	*16,633

*Decrease.

Big Deal in Sleeping Cars.

The Chicago Chronicle this morning says: "It is now rumored that the Harriman-Morgan-Vanderbilt railroad syndicate is planning to buy out the Pullman Car Company and absorb, so far as possible, all the private car companies. For some time, it is said, the syndicate has been negotiating for the purchase of a controlling interest in the Pullman company. Just how far the negotiations for the absorption of the sleeping-car concern have progressed cannot be learned, but it is the prevailing opinion that the deal is on. The Pullman company controls the sleeping-car privileges of every railroad in the United States except the Chicago, Milwaukee & St. Paul and the New York, New Haven & Hartford. In the general plan of consolidation the two companies doing business on these roads will also be purchased with those of the Pullman."

Good Week on the Belt Road.

In the week ending Jan. 26 there were transfered over the Belt Road 20,124 cars against 19,997 in the preceding week, in which the movement was large beyond precedent for midwinter; Belt road engines handled at the stockyards 1,343 carloads of live stock against 1,134 in the preceding week, and for private switches on its line 1,202 cars against 1,117 in the week ending Jan. 19.

Personal, Local and General Notes.

James Alger, who died at St. Louis on Friday, had been general agent of the Union Pacific at that point for fifteen years.

George Osborne, who has been with the Wabash some years at Toledo, has been appointed commercial agent of the company at Quincy, Ill.

E. G. Russell, recently general superintendent of the Lackawanna, is now in Ottawa, and, it is stated, is to be given a position on the Intercolonial road.

S. K. Hooper, formerly of New Albany, now general passenger agent of the Denver & Rio Grande, has so far recovered from his recent serious illness as to be about again.

Some of the construction trains in service on the Panhandle are of the Goodwin pattern dump car, and when running twenty miles an hour will discharge the ballast clear of the track.

One of the new passenger engines of the Lake Shore last week hauled a train of eight passenger cars from Waterloo to Toledo, eighty miles, in eighty-two minutes, including two slow downs.

The Queen & Crescent has published a pamphlet giving time of trains to Florida points and all the sailings of steamships between Florida points and Cuba, which gives much valuable information.

The Evansville & Terre Haute earned in the third week of January $26,269, an increase over the corresponding week of 1900 of $835. The Evansville and Indianapolis division earned $4,975, a decrease this year of $775.

Private car No. 38, used by General Superintendent G. L. Peck, of the Pennsylvania Southwestern system, is credited with being one of the most perfectly constructed cars in service on any road in the country.

The Wisconsin Central, the Chicago Great Western and the Minneapolis & St. Louis steadily refuse to become members of the Western Passenger Association, despite the extra inducements that have been offered.

The Big Four has plans prepared for a new passenger station at Charleston, on the St. Louis division, the building to cost $5,000. The company contemplates building a number of new depots along its lines the present year.

Col. Oran Perry, who for twenty-five years was agent of the Pennsylvania lines at this point, retiring a few months ago to look after his mining interests, has found the change quite profitble to him in a financial way.

The Chicago roads are profuse with advertising the cheap rates to the Pacific coast, which, on certain date, are from Chicago to common points on the Pacific coast $30, from Missouri river points $25, from St. Louis $27.50.

Passenger conductors on many of the lines have received instructions to discontinue the practice of tearing off mileage before trains have started, in order that the book could be left behind for other members of the family.

On Thursday the Pittsburg, Ft. Wayne & Chicago delivered at Pittsburg the longest train of live stock ever delivered at that point there being forty-five carloads of stock and a passenger coach attached, carrying twenty-three drovers.

Alexander Hilton has been appointed assistant general passenger agent of the Kansas City, Ft. Scott & Memphis road. Mr. Hilton, when a boy, entered the passenger department of the Chicago & Alton, and has gradually worked himself up.

To prevent the manipulation of interline tickets, a new plan has been devised by George T. Nicholson, passenger traffic manager of the Santa Fe, and it will be discussed at the next meeting of the American Association of General Passenger Agents.

Some of the success of George W. Stevens, now president of the Chesapeake & Ohio, is due to the men he drew from the Wabash road, which he left to go with the Chesapeake & Ohio. Seven men educated on the Wabash are holding responsible positions on the former road.

The earnings of the Wabash for the third week in January were $352,660.17, an increase over the corresponding week last year of $48,618.13. Since July 1, the beginning of its present fiscal year, the earnings were $10,115,479.62, an increase over the corresponding period of 1900 of $591,632.65.

B. Fitzpatrick, master mechanic of the western division of the Pittsburg, Ft. Wayne & Chicago, has been relieved of that part which is located in Chicago, and T. B. Hunt, general foreman of the terminal division, has had his scope increased to include the locomotive department.

It is stated that B. W. McClain, of New York, Eastern agent of the Chicago & Alton Railroad will succeed Alex. Hilton as general agent of the passenger department of that road in Kansas City. Mr. Hilton becomes assistant passenger agent of the Kansas City, Ft. Scott & Memphis road.

The Pennsylvania now has 1,860 locomotives, and will build 200 more this year. In this respect the Pennsylvania will be the only road in the world having engine numbers corresponding with the year dates of the twentieth century, as the Pennsylvania keeps but very few dead numbers on the list.

Superintendent Graves, of the Indiana, Decatur & Western, on Saturday attended the funeral of K. Harwood, who was buried at Decatur. The deceased had been in the railroad business for nearly forty years, first with the Wabash, the last eleven years as agent of the Indiana, Decatur & Western at Decatur.

Last week the last section of the Baltimore & Ohio, between Philadelphia and its western terminals, was laid with heavy rails. Near Baltimore the railroad is now using rails weighing 110 pounds per yard, on the Philadelphia division ninety pounds per yard, and on all the other divisions eighty-five pounds.

Arthur Wells, who on Feb. 1 will become general manager of the Santa Fe lines in the California district, was for two years superintendent of the St. Louis division of the Big Four. He is brother-in-law of J. A. Barnard, general manager of the Peoria & Eastern, and has made an excellent record in railroad service wherever placed.

Good headway is being made in the organizing of a national protective bureau, to consist of railroads of the United States, with the object of quickly detecting the manipulation of tickets and securing evidence for the punishment of those guilty of forging them. Seven traffic organizations will hold a metting, Feb. 6, in Chicago, to take definite action in the matter.

The speculative possibilities of stock of the Wabash lines, in view of the fact that it is the only remaining independent road to Kansas City, and also a strong rival of the Vanderbilt lines in the Central States, makes a nucleus on which to build a variety of rumors, but the most plausible one is that it is to be made a strong ally of the Lackawanna road, over which through service is now operated.

It is stated that some of the larger shippers of Kansas City have made a masterly move by turning their business to the weak lines. The entire plot is to gradually work away from the strong lines, knowing the weakening effect that always follows an auditor's report which shows a falling off in earnings, but the movement is so well understood in freight circles that it is believed disappointment awaits these shippers.

The treasury department of the Pennsylvania lines west of Pittsburg is to be entirely reorganized on Feb. 1. Instead of the present staff, composed of the treasurer, two assistant treasurers and a cashier, there will be one assistant treasurer and three cashiers. T. H. McKnight will remain as treasurer; Robert R. Reed, at present cash clerk, will be promoted to assistant treasurer; J. H. Frederick, now paymaster, will become cashier of the Northwest system, and A. C. Spencer, formerly assistant treasurer in charge of the Southwest system, will be made cashier of the same system; the third cashier will be D. J. Carnegie, in charge of the cash accounts of the Union lines. J. P. Henderson, who has been assistant treasurer of the Northwest system, will retire on a pension. W. R. Morrison, now assistant paymaster, will be paymaster of the Northwest system.

Pay of Peace Justices.

To the Editor of the Indianapolis Journal:

Much ado is being made about what the pay of justices of the peace shall be in cities whose population is from 10,000 to 100,000, but no one seems interested in the compensation of justices in the rural districts or towns less than 10,000. The facts of the case are these: That the laws of the State compel a justice of the peace and constable to work without any regard to compensation, for they are compelled to sit in all felony cases, make out and transmit transcripts of their judgments to the clerk of the Circuit Court, and they must furnish fuel, light and office free. The result is that fully three-fourths of the labor they perform under the present law is without compensation, and their only hope of reward is in convections on misdemeanors, and as most of this class lay out their fines in the county jail, it is a travesty on justice to compel a justice of the peace to work in this way, whether he live in towns of 1,000 or 10,000. In this township we cannot get a constable to serve for if he qualifies he can be compelled, no matter how bad the roads or the weather, to go to remote parts of the county with little hope of compensation. As the law stands, it puts a premium on judicial dishonesty, and no wonder the justices are charged with assessing a fine, guilty or innocent, for the "fee that is in it." Now, it have often thought it strange that our Legislature would wrestle for sixty days with a gooseberry bill, a dog bill or cavil over the merits of a fish law which affects only a small proportion of our people, where they could pass a law that would be of great importance to the entire people of the State by putting all the justices of the peace and the constables upon a reasonable salary and enlarging their duties.

GEORGE TUCKER.

Petersburg, Ind., Jan. 26.

Coburn Coal Company sells the best Coal.

LATE QUEEN VICTORIA

SUBJECT OF REV. J. CUMMING SMITH'S TALK AT TABERNACLE.

He Refers to Her Religious Views and Life—Her Influence Over a Vast People.

Rev. J. Cumming Smith, of the Tabernacle Church, last evening gave a talk on "Queen Victoria." His text was Isaiah, 49:23, "And kings shall be thy nursing fathers, and their queens thy nursing mothers; they shall bow down to thee with their face toward the earth, and lick up the dust of thy feet; and thou shalt know that I am the Lord; for they shall not be ashamed that wait for me." Mr Smith said:

"One cannot rejoice too much over the unfeigned sorrow on both sides the water because of the Queen's death. Even if such tokens of grief were simulated for the sake of diplomacy, it would show that we need diplomacy to cement two vast parts of our world. We believe the lamentation rises from a deeper source. It springs from that conscious and unbroken sense of unity between mother and daughter which, like a kindred law in a narrower realm, is none the less potent because the daughter has grown to woman's estate and become a mother. In spite of contentions, there are these profound and submarine sympathies between England and America; these common interests are the ligaments of empires. It would be well if the Saxon race were welded together more closely. The coming war will be between two hemispheres, two distinct and essentially antagonistic racial developments; between Asia and America, and the Saxon races will need to gird their strength for the inevitable feud. The battle of Armageddar will be the contest between two branches of the race that grew apart when the world was young and have now met to clash when the world is old and which cannot coalesce because of intrinsic deep-rooted differences in language, religion, government and instincts.

LATE QUEEN'S INFLUENCE.

"However, if the chord of strife is alien to the requiem, let us look into the secret of the late Queen's influence. She was not supremely intellectual. She was not many sided or opalescent. She pales beside the brilliancy of Elizabeth or Empress Catherine. Her long reign of over six decades saw the mind of the world march along a fabulous pathway of discovery in natural directions. New facilities, new machines, new railroads, new steamships, new lighting equipment, new everything; the Queen was not distantly congenial with these mechanical contrivances. Still she bound the wage-earning class to her throne by the simple glory of her rare, rich womanhood. Her long reign witnessed many new statutes that brought up the masses to welcome emancipations and her reign will long enjoy undimmed luster because of the measures that ameliorated the lowly sufferers and smoothed the unvoiced anguish of poverty. Still the Queen, though affiliated with such forward movements of philanthropy, did not lead in that direction, and yet she held the poor as with a divine charm. Her long reign was opulent in literature, prodigal with that general literature that flowers out like prairie blooms only to wither. Starry with some literature that will die only when the earth shall cease. But the Queen was not literary in her tastes and yet the sons of genius chanted her glory. What is the secret? Is it far to seek? It lay in her unblemished womanhood, in the simple affections, unchilled by snowy summits of power, her love for home. In an era of specialists, the Queen embalmed and glorified the central power of benignancy, broad and genial as the gulf stream that enters every harbor and yet refreshes every shore. While other women vied with each others in some literary or political effort, the Queen shone warmly on all classes, the fount of good will toward all. In an age when women struggle for recognition and nobly so; when the fear of losing individuality or of sinking into the common traditional woman haunts the gentle sex, it is not untimely to remember that a woman who owed much to her throne, but was perhaps greater than her throne, was conspicuous for a guileless, old-fashioned, beneficent womanhood and will live in history by that solitary excellence. The more the world follows the law of specialization, the more men or women thirst for some particular action or excellence to redeem themselves from the guilt of mediocrity, the more is it a duty to exalt those broad, democratic qualities we have in common, those immortalities of daily worth and love that hold the mad whirl of life in any sort of poise. The common people felt a magnetism in a monarch who, while weighed down with the problems of government, gathered groups of prattling grandchildren and little pet animals around her. These simple womanhoods made her great. Let all ambitious experts learn the world would slowly disintegrate without the culture of the broad humanities.

"The prophet of old previsioned the time when Kings should be nursing fathers and the Queens should be nursing mothers to the church.

A RELIGIOUS WOMAN.

"The Queen was an intensely religious woman. The skepticisms of her colleges never afflicted the sincerity of her faith. She believed in prayer. After the Prince Consort's death she had a private sanctuary where she communed with his spirit. And these still hours spent with unseen powers no doubt went far to give a balance and dignity to the most anxious hours of her reign. She was emphatically a church woman. In England the church is an arm of the state. In America the two move apart. Prophets are thick as throats in the marsh of a summer evening and they shoot arrows into the future in different directions. The Established Church of England appears a grave injustice when people are taxed for its support who do not attend or believe in it. To us in free America, where religion must depend upon itself, it seems an anomaly. Catholics and Nonconformists may well resent the glaring injustice. However democratized England is becoming in her policies, I fancy the state church will weather a few more storms yet.

"And a larger question looms up easily and logically. Does the state owe the church a dollar? At once the days of Rome's thraldom of European diplomacies are conjured up, and the mass howl in derision at any remote connection between church and state. But let us return to a lull of sanity. Does the state not owe the church? Take the whole church force out of the state, and do you not let loose an army of demons, anarchy, rebellion, immorality, distrust, panic, mob law? Is not real estate dependent on morals? Is not an equitable government based on morals? Do not ethics underlie prosperity? And are not ethics in the last analysis rooted in the principles of revealed religion? Should not infidels be willing to be taxed for church as well as for school, since both these aim to create a character that blooms out in good citizenship? Perhaps if the sects were boiled down after a few squirms into silence like lobsters in the chaldron, infidels would submit to a tax for the support of original unvarnished Christianity; but lobsters have not the thick impenetrable shells of sects. The churches never will be silent on infinitesimal points, nor agnostic on unimportant and unknowable speculations. So the infidel grudges a tax for the church.

FAULT WITH THE CHURCH.

"But the fault lies in the church in that case. And none the less is it true that the ideal thing is a tie between church and state, and when the church shakes off the pettiness of the past. I fancy the state will not be slow to yield the point. Indeed, the ruling classes ought to befriend the broad church and augment her influence. Aristocracy should grace her pews and replenish her treasuries. Men of light and leadership instead of standing aside and railing at her errors, should enter the church and remodel her. I have more reverence for an agnostic that is allied with a church than one who stands aside and snarls at her dogmatism or arrogance, when, after all, science shows an equal amount of arrogance. It is not hypocrisy for an agnostic to be an attender at a church simply because a lay member does not subscribe to a creed, but must believe in the supreme life holiness. He may differ altogether with the dogmas in the sermon, but he may be a sincere sharer of the worship of the place. And the pulpit that would fiendishly antagonize such a noble heart in the pew is a stranger to the spirit of the Master. It will be a dark day for the world when the governing peerage of minds shall be estranged from the temples of Christianity. In such a bitter divorce I affirm that the fault will lie with a church that has dwarfed her Lord, and not with the best men, who really crave the Christ.

"As things now are, the state could not tax the people for a church that is fragled and splintered into so many sections; how could a tax be equitably divided among such a swarm of insect isms? No; the church can be too proud to take a tax wrung from the people by law. But none the less, we affirm that if the church taught the simple views of the great Nazarene and merged small movements in larger ones, then, I believe, the tides of influences rolling abroad from her sweetening and strengthening the land, would draw millions of money from the public treasuries for her enterprises, and that, too, to satisfy public opinion."

DR. HAINES'S TRIBUTE.

Womanliness Dominated the Life of Queen Victoria.

There was a song service last night at the First Presbyterian Church, conducted by Edward Nell, the director of the choir. There were several solos sung by Miss Galvin, Mr. Roberts and Mr. Van Wie; also a violin solo by Rudolph Koster. After the musical services Dr. Haines delivered a short address, in which he talked principally of the life of Queen Victoria. He said: "We, in America, have cause to unite our sympathies to those of our brothers across the sea in their bereavement. After the long reign of Queen Victoria we see more good things in her life than we ever knew of before. One of the best things is her presonal merits and her love for home life.

"Everyone who is acquainted with history knows that the Victorian era surpasses any that England has passed through. Even the time of Elizabeth, when Shakspeare and a number of other great men flourished, did not surpass the reign of Victoria, which is known for its vast scope of knowledge to all classes. Another thing that is admired in Victoria was that she was a womanly woman. That is greater than being a queen or empress. She had a woman's heart and a woman's nature. So it was that we are told that she suffered during this last war. In all things she was a woman first and a Queen second.

"It is the plain womanhood in woman and manhood in man that are the greatest things on this earth. We bow down to this whether it be in the lowly hut or in the palace. Queen Victoria always assented to the time-honored customs, but on a whole her life was simple. The worst feature of our life is the extravagance of man and the false pride of woman. Queen Victoria set herself and her whole court against impurity. She was the center of all that was pure and noble and through her life she was given up to Christianity and religion."

SCHOOL MONEYS.

They Cannot Be Loaned Unless the Interest Rate Is Reduced.

To the Editor of the Indianapolis Journal:

In your issue of the 21st you published an interview with the Hon. A. D. Ogborn, of New Castle, explaining his bill in regard to loaning the school funds and presenting the following remedy for existing conditions:

"To meet this emergency, I have drafted a bill providing that the interest on lonas from these funds shall be paid at the end of the year, instead of in advance; that the amount which may be loaned to any person or company shall be raised from $1,000 to $3,000; that the fees charged in cases of mortgage shall be paid out of the interest on the loans, instead of by the borrowers, as now; that the borrower may have the right to pay not less than 10 per cent. of the principal sum loaned to him at the end of any year during the maturity of the loan; and that where loans are made in other counties than that to which the funds belong 40 per cent. of the appraised value of the premises offered as security may be loaned, instead of 25 per cent., as now provided."

After a four years' experience in trying to keep these funds loaned, I am convinced that nothing short of a reduction in the interest rate will give the necessary relief, but other changes are both desirable and necessary. The above measure will not answer because it makes no provision to keep out the money already loaned, which is now being replaced by 5 per cent. money, and returning to the county treasuries at an unprecedented rate. The school fund must compete in the open market with other money, and to that end all restrictions which hinder the loaning of it, or make it less desirable must be removed. Why collect the fees at all? They are $3 for the recorder, 50 cents for the clerk, $1.50 for the auditor, and the cost of appraising. By basing the loan on the appraisement made for taxation, these fees may all be abolished without loss to any one, as the fees go to the county, and not to the officer, and it is vital to the county that these funds be kept loaned. In my judgment it will be safe to loan 75 per cent. of the appraised value, including improvements (if the same be insured for the benefit of the school funds), the taxable value rarely exceeding 75 per cent. of the real value. In case the Auditor be in doubt about the sufficiency of the security offered, let the matter be referred to the board of commissioners and county attorney, whose duty it should be to pass on all abstracts submitted, which abstracts should be certified to date when presented. The provision for loaning in adjoining counties is practically a dead letter now, and if the interest rate be reduced will be entirely unnecessary. If, as the senator suggests, the revenues be curtailed, it will be no greater hardship to provide for it by direct taxation than to collect the interest in that way, as is now the case. It will be remembered that the rate of interest has been changed at different times in the past to meet the same emergency, school revenues have not been seriously impaired, and now it is the conviction of financiers generally that all interest rates will be lower for the coming decade than ever before, and in place of borrowers seeking loans the condition will be reversed and loans will seek the borrower.

FRANK O. MAXWELL,
Crawfordsville, Ind., Jan. 26.

Favors a State Laboratory.

To the Editor of the Indianapolis Journal:

In an editorial of Jan. 19, referring to my article in behalf of the laboratory of hygiene, you say the only necessity I show for it is to discover impure foods and drugs. I particularly stated three separate functions for the laboratory to perform: First, to look after and prevent the adulteration of food and drugs; second, to make sanitary investigations to further the health and happiness of the public; third, to attend to stream pollution and save the streams and also the valuable industries which pollute the stream. One very important point which you fail to consider is that, under this law, with the laboratory, our stream pollution can be looked after and prevented, and at the same time the industries that pollute the stream can be saved, while under our present laws all of our industries which pollute the streams would be run out of the State if the law was enforced. I ask you in all candor, which is the best, stop the pollution of the streams and also save our industries, or follow your method—the old way—stop the pollution by sending all the industries out of the State.

The pure-food proposition is now already engrafted, and one of the objects in having the laboratory of hygiene is to enforce this pure-food law that has been passed and is now on the statute books. You say that "there is no pure-food bureau in this State." I wish to differ with you here, for the food law of 1899 says (Section 2): "It shall be the duty of the State Board of Health to enforce the laws of the State governing food and drug adulteration; and the State health officer shall be the State inspector of food and drugs. The State Board of Health shall take cognizance of the interests of the public health relating to the sale of drugs and foods, and the adulteration of the same, and shall make all necessary investigation and inquiries in reference thereto, and for these purposes the State, county, city and town health officers shall be food and drug inspectors, subordinate to the State Board of Health."

This section of the law plainly makes the State Board of Health a bureau for the enforcement of the pure-food and drug act. As far as the federal government looking after our food here in Indiana is concerned may be true, but the federal government is making classical investigations, that the States may apply them practically. The analysis or investigations made by the national government cannot be a basis for prosecution in Indiana, nor to remove the adulteration evil, and for this reason this fact has nothing to do with the law now being considered in Indiana.

You seem to manifest great fear that if the State establishes this laboratory that commissions, etc., will rapidly multiply. I fail to see any argument in that proposition. Because the Governor of New York asks for economy, you use this as argument, but you say in substance that the State of New York has not accepted this one man's opinion, and this citation has nothing to do with Indiana's effort to have a State laboratory of hygiene. It would be just as fair for you to say, would it not, that every State bounding Indiana has a laboratory of hygiene, and all of the other progressive States, and that in each and every State it has been a great benefit, not only saving money, but health as well. Indiana needs to have economy practiced. I am sure no one appreciates that more than the State Board of Health, and for that reason these gentlemen work without pay. But economy does not always mean dollars and cents, for often, by spending a few dollars in prevention, we discover it is much cheaper than spending many more dollars in endeavoring to find a cure. The object of this laboratory of hygiene is to save money by prevention. It will stop the pollution of streams, keep the industries that pollute the streams, investigate into the cause of disease and prevent it, cause the sale of nothing but pure and unadulterated food and drugs, and if this is true, why do we not sadly need it in our State? BROSE S. HORNE, M. D.,
President Wells County Medical Society.

Bluffton, Ind., Jan. 26.

Omega Oil

IN OLD AGE—As people get old their bodies dry up, like plants when winter approaches. Their skin wrinkles and their joints harden. The back aches. The shoulders and arms get lame. The legs become weak. The feet are tender and sore. The natural oils of the body are exhausted, and something is needed to produce the strength and vigor that Nature herself supplies in the earlier years of life.

The best thing for this is Omega Oil. It is a godsend to the aged if ever there was one. It makes the declining years of life free from the pains that come as the days go by. Many a grandfather and grandmother find in Omega Oil the only thing that does their aches any real good. They simply rub it on their sore spots, and the pain stops. It is good for everything a liniment ought to be good for. 739

Never take a substitute for Omega Oil. If your druggist persistently refuses to give what you ask for, the Omega Chemical Co., 257 Broadway, New York, will mail you a bottle, prepaid, for 50c. in cash, money order or stamps.

The Full-Weight 5c Cigar

IS A GOOD CLUB COMPANION—ASK FOR MEMBERSHIP.
PATTON BROS. — Sole Distributers — 104 South Meridian Street.

AMUSEMENTS.

GRAND Fashionable Vaudeville THIS WEEK. Dorothy Morton
GUS WILLIAMS==FLO IRWIN Assisted by Walter Hawley
Chas. Leonard Fletcher—The Rexos—Conway and Leland—Robetus and Wilfredo—Caroline Hull—KINODROME.
AFTERNOONS—10c, 25c; NIGHTS—10c, 25c, 50c. Souvenir Photos of Dorothy Morton Thurs. Ma

"One of the Sights of the City."
THE ZOO
TH