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DIED.

BRINK—Christian, died Tuesday afternoon, Feb. 5, at his residence, 627 North Capitol avenue, aged fifty-six years. Funeral Thursday, Feb. 7, at 2 p. m.

HARDIE—Mrs. Ellen Hardie, wife of William Hardie, died on Feb. 5, 1901. Funeral from the residence, 1539 East Washington street, Friday, Feb. 8, at 2 p. m. Friends invited. Burial private.

HOWLAND—Mrs. Helen Bacon Howland, wife of Charles A. Howland, Monday, Feb. 4, 1901. Funeral will be held on Thursday, Feb. 7, at 2 p. m. from the family residence, Millersville pike east of fair grounds. Services by Rev. J. A. Milburn and burial at Crown Hill. Friends invited. Take Anderson cars to Baltimore avenue.

BUCHANAN—Robert Russell Buchanan on Wednesday afternoon, Feb. 6, of acute meningitis. Funeral notice later.

VANLANINGHAM—Helen Vanlaningham, widow of late Lemuel Vanlaningham, Feb. 4, 9:30 p. m. Funeral from the residence of her daughter, Mrs. Thos. W. Brouse, 902 Broadway, Friday, Feb. 8, 10 o'clock a. m. Friends invited.

SOCIETY NOTICE.

MASONIC—Attention Sir Knights! Raper Commandery, No. 1, K. T. Members of Raper Commandery are hereby notified to appear at the asylum, in full Templar uniform, this Thursday afternoon at 2 o'clock for the purpose of attending the funeral of our late Sir Knight, Christian A. Brink. Carriages will be provided.
GEORGE A. GAY, Em. Comdr.
JACOB W. SMITH, Recorder.

SOCIETY MEETING.

MASONIC—Pentalpha Lodge, No. 564, F. and A. Masons. Stated meeting this (Thursday) evening, Feb. 7, in Masonic Temple, at 8 o'clock.
ELMER A. SMYTHE, W. M.
F. T. M'QUIDDY, Secretary.

FINANCIAL.

FINANCIAL—Insure your property with FRANK K. SAWYER.

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

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

FINANCIAL—First-mortgage loans on improved Indianapolis property; lowest rates; privilege of prepayment. SPANN & CO., 148 E. Market.

STORAGE.

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

NOTICE.

NOTICE—Sheet metal work of all kinds. JOSEPH GARDNER, 39 Kentucky ave. Telephone 322.

NOTICE—Leaky cisterns cleaned and cemented, $1.50. FRANK BUTTS, Indiana and Capitol avenues. 'Phones 1791.

FOR SALE.

FOR SALE—A large amount of shelving and six settees. Big bargain. Call 31 West Ohio.

FOR SALE—Two farms in Illinois—200 and 265 acres. Two farms in Indiana—240 and 640 acres. All fine, well-improved farms. Will sacrifice all of these to close an estate. Write me for anything you want to buy or sell. C. F. SHINKLE, Bloomington, Ill.

REAL ESTATE.

REAL ESTATE—Insure your property with FRANK K. SAWYER.

DENTISTRY.

DENTISTRY—EARHART'S DENTAL PARLORS, 16½ East Washington street. Call and get prices.

LOST.

LOST—Mileage cover at Hotel English. Return to H. M. HOLTON, Hotel English. Reward.

WANTED—MALE HELP.

WANTED—A good shoemaker. Steady job all year around. Call 508 Indiana avenue.

WANTED—Canvassers wanted for "Life and Reign of Queen Victoria" by the eminent authors, Murat Halstead and A. J. Munson. Ten years in preparation. Indorsed by highest dignitaries of two continents. Sales enormous. Large volume. Richly illustrated. Only $1.50. To introduce this book everywhere and advertise us for future business, every person answering this ad will be authorized to present each subscriber with a $5 premium free. This plan is sweeping the country. Agents wild with success. Complete books ready this week. Biggest terms. Drop all trash and clear $300 a month. Outfit free. The DOMINION COMPANY, Department W, Chicago.

WANTED—MISCELLANEOUS.

WANTED—A party desires to confer with manufacturer to arrange to sell their goods on the Pacific coast with headquarters at San Francisco. Reference given. Address L. C. M., 1311 L street, Sacramento, Cal.

SEALED PROPOSALS.

St. Louis, Mo., Feb. 5, 1901. Sealed proposals, in triplicate, will be received here until 12 o'clock, noon, Feb. 15, 1901, for furnishing and delivering either at St. Louis, Mo., or Jefferson Barracks, Mo., sixty (60) cavalry horses. U. S. reserves right to accept or reject any or all proposals or any part thereof. Information and specifications furnished on application. Envelopes containing proposals to be marked "Proposals for Horses," addressed Lt. Col. D. D. WHEELER, Deputy Q. M. General.

Depot, Q. M. Dep't, Jeffersonville, Ind., Feb. 6, 1901.—Sealed proposals, in triplicate, will be received here until 10 o'clock a. m. (Central Standard Time), March 7, 1901, for fuel required here and at Louisville, Ky., during the fiscal year commencing July 1, 1901. Preference given to articles of domestic production. The U. S. reserves right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals should be marked "Proposals for Fuel," and addressed C. R. BARNETT, Deputy Q. M. General.

PROPOSALS FOR MILITARY SUPPLIES.—Chief Quartermaster's Office, Chicago, Ill., Feb. 4, 1901. Sealed proposals, in triplicate, will be received at this office until 12 o'clock noon, Feb. 25, 1901, for delivery at either the Chicago, Boston, Philadelphia or San Francisco depots of the Quartermaster's Department, of rubber ponchos, cotton stockings and flags, conforming to standard samples and specifications. Government reserves right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign productions and manufactures the duty thereon) being equal. Blanks for proposals and particulars will be furnished on application. Envelopes containing proposals to be indorsed "Proposals for Military Supplies" and addressed to Colonel E. B. ATWOOD, Chief Quartermaster.

Interstate President Here.

President Charles Power, of the Interstate Baseball League, was in the city yesterday and called on President Watkins. A rumor is afloat that Power may be selected as the president of the American Association, but both Mr. Watkins and Mr. Power denied that the visit of the latter to Indianapolis yesterday had any such significance. Mr. Power said he was on his way to Anderson and Marion, as both those cities will be in the Interstate League circuit this year. The eighth city of that league has not as yet been selected.

STOP-OVER PRIVILEGES

MAY CEASE SO FAR AS THROUGH TICKETS ARE CONCERNED.

Big Four and the Wabash Showing Record-Breaking Earnings for a Winter Month—Personal Notes.

Officers of a majority of the railroads are considering the advisability of entirely abolishing the stop-over privilege on through tickets. In railway parlance these tickets are what are known as "unlimited," and the rate for them is always considerably above that of transportation that is good only for continuous passage. Many of the important roads have practically abandoned the unlimited ticket. The original reason for its discontinuance was its liability to scalping; persons bought and used them part of the distance and then sold the balance. At the present time many of the roads have so arranged rates and tariff that it is entirely unnecessary to buy an unlimited ticket, where they are still on sale, it costing no more to purchase tickets in the first place where the stop-over is desired, and then, when the traveler is ready to proceed further, to buy another ticket. The unlimited ticket was a companion to the round-trip ticket, except for short distances between certain points. The round-trip ticket has been abolished by most leading roads and the rates so readjusted that one-way tickets in both directions cost no more than the old round-trip ticket.

War Against Ticket Scalpers.

Chairmen of all the passenger associations in the United States held a conference at Chicago yesterday for the purpose of organizing from their own membership a protective association for the prevention of frauds of all kinds upon the passenger departments of the roads. There were present James Charlton, of the Transcontinental; E. E. Macleod, of the Western; Charles M. Pratt, of the Southwestern; T. C. Donald, of the Central; Joseph Richardson, of the Southeastern; L. P. Farmer, of the Trunk lines, and W. E. Weews, of the New England. The efforts of the new association will be directed especially against manipulation of tickets by scalpers in such a way as to deprive the roads of a large amount of revenue. All efforts heretofore made to suppress ticket scalping have proved fruitless, and all hopes of prevailing on Congress to pass an anti-ticket-scalping law has practically been abandoned. It was, therefore, deemed necessary, to drive ticket scalpers out of the market, to unite all the passenger associations in the work. It is understood the new association of chairmen will undertake the enforcement of the various state laws prohibiting ticket scalping, and will investigate all cases of alteration of tickets, forgery of signatures, alteration of destination, etc. It is also proposed that the new association shall use its utmost efforts to have tariff rates strictly maintained by all roads.

Reading's Prosperity.

The board of directors of the Reading Company yesterday set aside, as required by the terms of the general mortgage, a sinking fund of 5 cents per ton on 7,327,419 tons of coal mined by the coal and iron company during the year 1900, amounting to $366,370. The directors also declared a dividend of 2 per cent. on $28,000,000 of the first preferred stock of the company, an increase over last year of ½ per cent. The 2 per cent. dividend will amount to $560,000. The earnings of three companies for the last six months of 1899 were announced as sufficient to make these payments and to add $222,225 to the surplus funds of the three companies, which aggregated, on Dec. 31, 1900, $2,103,018. The money, it was also announced, is in hand to make the above-named payments. The Reading companies have no floating indebtedness.

Another Big Deal in Prospect.

The prospect of a combination between the Delaware, Lackawanna & Western Railroad and the Wabash Railroad is being widely discussed in railroad and financial circles at New York. The present activity of Wabash securities and the sharp advance in the price of the debenture B bonds has revived the rumor that the Rockefellers are buying control of the Wabash Railroad in the interest of the Lackawanna. The Rockefellers, as well as the Vanderbilts, are large holders of Lackawanna stock, and the present management of that road is desirous of securing a permanent Western connection. Persons identified with the Lackawanna's system say that a combination of that road with the Wabash is inevitable.

Big Four Earnings.

The Big Four lines proper, in the last week of January, earned $459,359.48, an increase over the corresponding week of 1900 of $25,629.80. The earnings of January were $1,351,022.43, an increase over January, 1900, of $49,833.48.

The Peoria & Eastern earned, in the last week in January, $76,797.56, an increase over the corresponding week of 1900 of $7,141.08. In January the road earned $219,547.15, an increase over January, 1900, of $10,574.45.

Personal, Local and General Notes.

P. T. Ellery, passenger conductor on the Baltimore & Ohio, has been appointed trainmaster.

W. J. Martin has been appointed traffic manager of the Central New England road and D. A. Gorety general freight agent.

The Kansas City, Fort Scott & Memphis has declared a dividend of 4 per cent., the first since 1891, when 1 per cent. was paid.

D. Asbury, commercial agent of the Southern Pacific, has had his headquarters changed from Nashville to Memphis, Tenn.

Rumor has it that George T. Jarvis, late receiver of the Louisville, Evansville & St. Louis, has been offered a good position on the Seaboard Air-line.

The Big Four will build at the shops at Brightwood fifty dump cars of a new design. The cars will be equipped with air brakes and automatic couplers.

The record of the Railroad Gazette shows that in December on the railways of this country there were 214 accidents, in which sixty-six persons were killed and 190 injured.

W. B. Wood, who has been an assistant of the Panhandle engineering corps for some years, has been appointed engineer of maintenance of way of the Cincinnati & Muskingum Valley division of the Pennsylvania lines west.

The Erie has just put in service some combination wooden and steel furniture cars, the first constructed on this line, and they are attracting considerable attention on the part of freight men, owing to their peculiar construction.

The latest rumor is that Charles M. Hays, recently elected president of the Southern Pacific and called to New York by the Harriman syndicate, is to be offered the position of vice president executive of all of that syndicate's railway interests.

The condition of the Peoria & Eastern's eastern division has been so improved that often its express trains are hauled sixty miles an hour, and its fast trains are scheduled to make the run between Indianapolis and New Castle, forty-five miles, in sixty-two minutes.

Mr. D. F. Schaff, who for the past two and a half years has been chief clerk for Superintendent H. F. Houghton, of the Chicago division of the Big Four, goes to Cincinnati to assume the duties of chief clerk to the general manager on Feb. 10.

The Toledo, St. Louis & Western earned in the fourth week of January $74,092, an increase over the corresponding week of 1900 of $27,456. In January the road earned $224,880, an increase over January, 1900, of $80,659, and Traffic Manager Whitney says every pound of freight was carried at tariff rates.

Henry Fry, one of the oldest passenger conductors in time of service on the Wabash lines, is dead. For the last fifteen years he had been running one of the fast trains out of St. Louis. His remains will be interred at Eel River. Previous to going to St. Louis he run a train on the Eel River road.

A. A. Zion, superintendent of the Union Railway Company, has decided, with the approval of all roads interested, to employ at the Union Station four colored men as ushers to aid persons who have heavy satchels or packages to carry from the entrance gates to the trains and from the gates into the station proper.

The Wabash in the fourth week of January earned $507,020, an increase over the corresponding week of 1900 of $67,188; earnings in January, $1,518,683, an increase over January last year of $204,199. Since July 1 the road has earned $10,622,498, an increase over the corresponding seven months of the previous fiscal year of $658,819.

The Southern Railway Company has filed two mortgages in Floyd county. One is a first mortgage for $5,000,000, and the other a second mortgage for $15,000,000. The mortgages cover the property formerly known as the Louisville, Evansville & St. Louis, or Air-line road.

President Mellen, of the Northern Pacific, confirms the report that negotiations are pending for the lease of the line of the Northern Pacific in the province of Manitoba to the Canada Northern, which is backed by the provincial government. Premier Roblin, of Manitoba, has been in St. Paul for the purpose of carrying on the negotiations.

While the surveying corps of the Indiana, Decatur & Western is only instructed to locate a line between Decatur and Springfield, and that chiefly over a former survey, it is admitted by those well up in affairs of the Cincinnati, Hamilton & Dayton, which controls the Indiana, Decatur & Western, that it is the intention to push on to Quincy.

Careful inquiry shows that the blocks of stock of the Cincinnati, Hamilton & Dayton recently purchased at $101 per share were for persons in Cincinnati who desire to hold them as an investment. The talk that stock of the road is being bought looking to eventually securing control of the property is absurd. The controlling stock is in the hands of persons who consider it a good investment and will hold it.

Judge Phillips, in the United States Circuit Court at Kansas City, yesterday issued a decree of foreclosure and order of sale on the property of the Kansas City & Atlantic Railroad Company. The decree was granted on the petition of the Massachusetts Loan and Trust Company, which held a mortgage and deed of trust given it by the Kansas City & Atlantic Railroad Company to secure bonds to the amount of $2,500,000.

The Lake Erie & Western is preparing to open two or three gravel pits on its Fort Wayne branch, it being the intention to reballast the line its entire length and then put the best steel taken up on the main line on this branch, making it possible to give first-class service. When this improvement is completed it is the intention to put on a through train, from Jackson, Mich., to Indianapolis, using the Big Four between Muncie and Indianapolis.

The proposition recently made to refuse to check baggage on the return part of passes given to live stock shippers returning home from the respective markets has been negatived by the Western lines. Legal departments of the roads interested gave the opinion that the transportation companies issuing passes could not consistently or legally refuse to check baggage on the transportation. The intention of the proposition was to prevent stock shippers selling passes to scalpers.

STRAIGHT VICTORIES

Characterized the Games in Independent League Last Night.

The three winners in the Independent League games last night—Lawtons, Ramblers and Marotts—all won three straight games from their opponents. The Marotts, aided by 200 scores in each game, rolled totals above 1,600. The South Side League games were also characterized by straight victories. The total scores were as follows:

INDEPENDENT LEAGUE.

—Lawtons vs. Prospects.—			
Lawtons	1,505	1,514	1,638
Prospects	1,506	1,417	1,337
—Deweys vs. Ramblers.—			
Deweys	1,528	1,429	1,452
Ramblers	1,581	1,583	1,500
—Marotts vs. Meteors.—			
Marotts	1,664	1,653	1,610
Meteors	1,508	1,411	1,425

SOUTH SIDE LEAGUE.

—Apollos vs. Meridians.—			
Apollos	710	752	756
Meridians	669	693	708
—Stone Palace vs. Germanias.—			
Stone Palace	765	724	700
Germanias	832	725	762
—Night Owls vs. Salvators.—			
Night Owls	630	645	694
Salvators	621	771	685

Subsidies to Railways.

To the Editor of the Indianapolis Journal:

Senator Charles concedes his case when he admits that Senate bill No. 89 is for the purpose of preventing the people of Center township, in Grant county, voting a subsidy for a railway where the election has already been called. As the senator knows, an election cannot be had unless more than twenty-five of the land owners of a township sign the petition. It is not fair to believe that the vote of a township in a county outside of the large cities can be carried against the wishes of a majority of the property owners who will pay the tax. It is not, then, the people who would have to pay the tax if the subsidy should carry who are complaining. I do not know what the circumstances are, but it is most probable that some railroad already built, charging big freight rates, will be interfered with if this road is constructed, and that it is this road which is making itself the guardian of the people of Center township and seeking to save them from themselves. It is only from those sections where a condition of this kind exists that the effort is being made to have an anti-subsidy bill passed.

If a track can be built as cheaply as Senator Charles contends, why is it that the track of a road already located in this county is assessed at $42,000 per mile? The figures he gives as to the cost of material that goes into the construction of a track are not entirely correct, and do not by any means cover all the items of cost that go into the construction of a railway track. For instance, how he is going to lay down steel at $26 per ton when it costs that at the mills I do not understand, nor do I understand how he is going to lay ties two feet from centers that cost 50 cents per tie at $1,200 per mile, nor how he is going to grade and ballast—including the excavating and filling and the ballasting afterwards, for $1,800 a mile I cannot conceive, when it costs about that much to ballast the track alone. He admits the right of way and bridges alone across the township may cost $24,500.

There is not a railway in the State that was not voted more or less subsidies when it was constructed, I presume, and why should the people who have ample railway facilities, and who will probably never be called upon to vote subsidies, prevent others who will be greatly benefited by so doing from having that privilege if they wish to exercise it? It may not be right for the people of Center township to vote this subsidy, but they are certainly the best judges of this. If there is some railroad interested in preventing the subsidy carrying they should go their work among the people of Center township, and not try to carry their point by putting a bill through the Legislature.

W. A. BRISTOR.

Indianapolis, Feb. 5.

The Muncie College Offer.

To the Editor of the Indianapolis Journal:

The offer of the Muncie people to devote their valuable college property to the State for educational purposes is one that should receive the most careful consideration of the Legislature. The adjustment of the details may be somewhat difficult, but if the Legislature is friendly to the measure these difficulties can easily be overcome. There is no good reason why the patronage of the State should be devoted wholly to the extreme western and nearly the extreme southern parts of the State. Though the population of Delaware county is more than double that of Monroe, Monroe county has eighty-five students in the State University to twenty-seven from Delaware. Besides, Muncie is in a much more densely populated part of the State than Bloomington. The fact that the present State institution was located at Bloomington while Muncie was in possession of the Delaware Indians, is no reason why all that now densely-populated region should be taxed to support that state school. Give Muncie a fair share of attention. FAIR PLAY.

Indianapolis, Feb. 5.

A gray-haired man, giving the name of Carlin Edwards, of Blue Lick Springs, Ky., waited anxiously all of yesterday about the Union Station, as he explained, for a woman who was to become his wife. The match was arranged through a matrimonial agency, and he came here to meet her. The woman's name was Mollie E. Wells, of Emporia, Kan. He was much disappointed at not seeing the woman whose letters and photographs he had, and was loath to believe that he had been "fooled."

Coburn Coal Company sells the best Coal.

PAY OF CITY FIREMEN

JUDGE LEATHERS MAKES A RULING ON A DEMURRER.

The Main Point at Issue, However, Not Decided—Other Cases in the Courts.

Judge Leathers yesterday gave his ruling in the case of James W. Taylor, a fireman, against the city of Indianapolis for payment for the regular "day off" he took while in the department. Taylor averred in his complaint that from June, 1898, to January, 1899, he took a day off each week, and that his salary was deducted for each of the twenty-six days, amounting to $56. The city filed an answer to the complaint, setting up the plea that the charter of 1891 only gives the City Council power to regulate the salaries of firemen, and other than this the entire control of the department is in the hands of the Board of Safety. A demurrer was filed to this answer, and the ruling is on the demurrer.

Judge Leathers held that if the order of the Board of Safety was arbitrary, depriving the firemen of their pay for the day off and leaving it optional with them whether or not they worked, then the firemen are entitled to pay, as the City Council fixes the salary, and such a reduction would exceed the power of the Board of Safety; but if the members of the fire department elect to stand on the order, taking their day off without pay or working and receiving pay, no money is due them for days they do not work.

While this decision does not settle the point at issue, it clearly defines the conditions under which firemen are entitled to pay. The case will now have to be heard to decide the nature of the order. If it is found the day off is compulsory the firemen will receive pay, for in that case the Board of Safety has exceeded its power, but if it is left to the choice of the firemen to lay off without pay or work and receive pay, and that was the understanding when the order was made effective, no pay can be collected.

It is understood that fifty or more suits are now being held up awaiting this decision, and if it is favorable to the firemen they will at once be filed against the city unless the accounts are voluntarily paid.

Hightshue Wins the Case.

Judge Allen, of the Circuit Court, yesterday decided that Perry Hardin, a Republican, was not properly elected road supervisor in Pike township, and ordered his removal from office. Elias Hightshue, a Democrat, brought suit to oust him. The men were candidates for that office, and represented the two political parties. Hightshue alleged that he was defeated by one vote, when four ballots that were not properly marked were counted in favor Hardin. Judge Allen held that the votes should not have been counted, and Hightshue will be road supervisor.

Street Car Company Sued.

Cecilia Garretty yesterday sued the street car company for $2,000 damages. She alleges that she was injured by being thrown to the pavement at Sixteenth and Pennsylvania streets by the car starting too soon, while she was in the act of alighting.

Divorce and Alimony.

Rosabella Heinrichs was yesterday granted a divorce from her husband, Edward Heinrichs, by Judge Leathers, and given a one-third share in his property, valued at $8,500. Heinrichs is a merchant of Cumberland.

THE COURT RECORD.

SUPERIOR COURT.

Room 1—James P. Baker, Judge Pro tem.

Lulie Robbins vs. John Moon; on bond. On trial by jury.

Room 3—Vinson Carter, Judge.

Ambrose Russell vs. P., C., C. & St. Railway Company; damages. Judgment on demurrer against plaintiff for costs.

Statehouse Building Association vs. Kizieh Heath et al; foreclosure. Finding and judgment against Kizieh Heath for $530.10 and costs.

The Marion Bond Co., Trustee, vs. Uriah M. Challie et al.; lien. Finding due plaintiff for $71.62 against defendant, Edna M. Bennett.

CIRCUIT COURT.

Henry Clay Allen, Judge.

Karl Haupt vs. Indianapolis Planing Mill Company; receivership. The following intervening petitions were submitted to court and allowed for the amount set opposite each. Volney T. Malott, receiver, $38.60; Wm. P. Brown, $325.99; Long-Knight Lumber Company, $172.40; Adams & Raymond, $44.49; Daniel Stewart Company, $24.87; Kipp Brothers, $54.24; Aldag Paint and Varnish Company, $31.17; Maley, May & Maley, $170.75; Rudolph E. Warmeling, $14.50; Charles A. Webb, $35.56; Henry Lumber Company, $606.12; Fletcher National Bank, $445; Vonnegut Hardware Company, $25.79.

Anson Myers vs. Laura Myers; divorce. Plaintiff defaulted. Dismissed for want of prosecution. Judgment against plaintiff for costs.

Charles Brigham vs. Ellie Brigham; divorce. Dismissed by plaintiff. Judgment against plaintiff for costs.

Lucretia E. Stephens vs. C., H. & I. Railroad Company et al.; damages. Settled, dismissed and costs paid.

State ex rel. Elias Hightshue vs. Perry Hardin; outer. Submitted to court. Evidence heard.

NEW SUITS FILED.

Bank of Redkey vs. the C. F. Hunt Company; on note. Superior Court, Room 2.

Ceulia Garretty vs. the Indianapolis Street-railway Company; damages. Demand, $2,000. Superior Court, Room 3.

The Marion Bond Company, trustee, vs. Mary J. McCannon et al.; improvement lien. Superior Court, Room 2.

Frank H. Blackledge vs. Margaret Miller et al.; replevin. Circuit Court.

Less H. Sutton vs. Otto A. Jordan; foreclosure. Circuit Court.

The Marion Bond Company, Trustee, vs. William Simpson et al.; improvement lien. Superior Court, Room 1.

Central Trust Company, guardian of Ida and Lulu Brackett, vs. Marion Brackett; partition. Circuit Court.

—SUPREME COURT—

—Minutes.—

19442. Edsell W. Chamberlain et al. vs. William Runkle et al. Huntington C. C. Appellants' reply brief (8.)

Another Dr. Heath.

To the Editor of the Indianapolis Journal:

I am afraid other people will make the same mistake that Luke Walpole has made in attributing to Dr. F. C. Heath, the oculist, the letter written by Dr. W. N. Heath, a general practitioner, who has recently removed to this city from Anderson. My sentiments are entirely at variance with his. These state institutions are just where they ought to be, especially the Institute for the Education of the Blind, enabling the pupils to be "in touch with the people and public entertainments of all kinds" (as 'Squire Walpole says.) It should be remembered, also, that blind people can walk about a great deal in places with which they are familiar, and it would be a hardship to them to transfer them to new and strange localities, where they might not have even the assistance of sidewalks, curbs and fences to touch with their canes. These advantages, as well as the important matter of fire protection, would be enough to make me a strong advocate of the present site. This institution is now a great credit to the State in every way, and questions of small expense and taxation ought not to be raised in connection with such things. Nor should the State go into the real-estate business. I should be very sorry to see this institution sold, or the St. Clair Park spoiled by a Governor's mansion, when the amount appropriated would probably purchase a fine residence on Meridian or Delaware street, entirely suitable.

Dr. W. N. Heath would not intentionally make what 'Squire Walpole calls a "heartless" suggestion. In expressing my dissent from his views on this question it will, of course, be understood that I mean no reflection upon him, holding him in the highest estimation as a man, and cordially testifying to his high professional standing.

Indianapolis, Feb. 6. F. C. HEATH.

Treatment for Inebriates.

To the Editor of the Indianapolis Journal:

I notice in Monday's Journal an article by Dr. J. T. Boyd regarding inebriate sanitariums, in which he says, "Dr. Keeley was not a physician when I first knew him in St. Louis in 1879." The doctor must certainly be mistaken if he means Dr. Leslie E. Keeley, as he began the study of medicine in 1860. In 1862 he entered the army as a medical cadet, and was assigned to Jefferson Barracks, near St. Louis. At the close of the war he was discharged as a surgeon with the rank of major. He graduated from Rush Medical College in 1866 and located at Dwight, Livingston county, Illinois, where for a number of years he was an all-around country doctor. Here he continued the investigation of the subject of inebriety and its cure. He made a prescription using the salts of gold as a base and sent the same to a number of physicians to try. They did so and reported it a success. This led to his formulating a system of treatment which requires four weeks and consists of tonics, hypodermics, baths, etc. The remedies used are reconstructive tonics, and patients are restored to perfect health, and there are no after effects or injurious results from the treatment. I have been physician in charge at the Plainfield Keeley Institute for five years, and I have never observed a single symptom that could have resulted from the use of strychnia, nor have I given apomorphia or other nauseating drugs. I agree with Dr. Boyd that the Keeley treatment is a success, for more than a half million inebriates have been restored by it to perfect health.

I also agree with the doctor that public sentiment is now ripe for legislation on this subject. The late Governor Matthews said, in speaking of the Keeley treatment: "I believe that the day is not far distant when public sentiment will so approve of this treatment that our State, through proper legislation, will widen and extend the opportunity of this great and beneficent work."

A. P. WILLARD BRIDGES, M. D.

Plainfield, Ind., Feb. 5.

Petitions in Bankruptcy.

The following petitions in bankruptcy were filed in the Federal Court yesterday: Charles Ister, railroad employe, Elkhart; liabilities, $586.90; assets, $105.

Francis P. Starkey, salesman, Elwood; liabilities, $7,917.80; assets, $558.

John M. Stephenson, farmer and stockbroker, Harrodsburg; liabilities, $45,958.81; assets, $38,572.

A PICTURE OF CONTENTMENT

THE MAN WHO SMOKES A GEO. W. CHILDS GENEROUSLY GOOD 5¢ CIGAR.

HARBURGER, HOMAN & CO., MANUFACTURERS. DANIEL STEWART CO., DISTRIBUTERS.

YOU'RE IN GOOD COMPANY WHEN YOU SMOKE
The Full-Weight 5c Cigar
A 10-CENT QUALITY AT HALF THE PRICE.
PATTON BROS., Sole Distributers, 104 South Meridian Street.

AMUSEMENTS.

GRAND Fashionable Vaudeville THIS WEEK Robt. Hilliard & Co. in "The Littlest Girl." Wormwood's Dog and Monkey Circus. Seymour & Dupre. Josephine Gassman and her Pickaninnies. Coakley & Huested. Mr. and Mrs. Dan Hiatt. Nora Bayes. Kinodrome. Souvenir Matinee Thursday, photos of Robt. Hilliard free. Daily Matinees, 10c, 25c; Nights, 10c, 25c, 50c.

"One of the Sights of the City." THE ZOO CAPT. SIDNEY HINMAN AND HISTORIC LIFE-SAVING DOG, "DAISY BELL." BIG FRANK, THE BOXING KANGAROO. Capt. BONAVITA WITH TWENTY LIONS. MONS. BOYKER, with Trained Bears, Boarhounds and Lions. MRS. MURPHY, Out-door Ascension Tuesdays and Saturdays, 1 p. m. 11 a. m. to 11 p. m. Adults, 25c—GENERAL ADMISSION—Children, 15c. 11 a. m. to 11 p. m

AMUSEMENTS.

ENGLISH'S
Monday, Feb. 11—Klaw & Erlanger Comedy Co. Presenting
SEATS NOW ON SALE
The Rogers Bros. in Central Park .....
MAX and GUS ROGERS and 75 more
Prices—$1.50, $1, 75c, 50c, 25c.

PARK—To-Day!— 2 p. m. 8 p. m.
THE DAIRY FARM
Exactly as seen in Chicago 133 times; New York 109 times.
10c, 20c, 30c. Everybody goes to the Park.

EMPIRE THEATER
Wabash and Delaware.
ONE WEEK
COMMENCING
Monday, February 4th
Matinee Daily—Every Night.
IRWIN'S MAJESTICS
Prices of Admission—10c, 15c, 25c and 50c.
Feb. 11-12-13—Reilly and Woods's Show.

THEODORE THOMAS
AND HIS FAMOUS
.. ORCHESTRA ..
Second Concert—Thursday Evening, Feb. 7.
ENGLISH'S OPERA HOUSE
PRICES—$1.50, $1, 75c and 25c.

INDIANA INTERCOLLEGIATE ORATORICAL CONTEST
Friday Evening, February 8, 1901
PLYMOUTH CHURCH
Earlham, Indiana University, Franklin, Hanover, Wabash, Butler and De Pauw.
Tickets on sale at Baldwin's Music Store.
—ADMISSION 50c—

German House Open to the Public all this week
Sorcho's Deep Sea Diving and Novelty Co.
EXHIBITING in 80,000 GALLONS of WATER
600 good seats, 25c. Prices—Nights: Adults, 25c; children, 15c. Daily matinees, 10c, 20c. Reserved seats at Huder's and German House, 35c.

SAWS AND MILL SUPPLIES.

E. C. ATKINS & CO. Saws
Manufacturers and Repairers of all kinds of
Office and Factory, South and Illinois Sts Indianapolis, Ind.
SAWS BELTING and EMERY WHEELS
SPECIALTIES OF
W. B. Barry Saw and Supply Co.
132 S. PENN. ST. All kinds of Saws repaired.

Copy of Statement of the Condition OF THE

HARTFORD

Steam Boiler Inspection and Insurance Company,

On the 31st day of December, 1900

It is located at 650 Main street, Hartford, Conn.

J. M. ALLEN, President.
J. B. PIERCE, Secretary.

The amount of its capital is	$500,000
The amount of its capital paid up is	500,000

The Assets of the Company are as follows:

Cash on hand and in bank	$150,068.37
Real estate unincumbered	30,712.00
Bonds and stocks owned by the company, viz.:	
State, county and municipal bonds	670,630.00
Railroad stocks and bonds	1,062,175.00
Other stocks and bonds	88,560.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	458,450.00
Interest accrued	12,616.93
Debts for premiums (net)	223,391.28
All other securities	4,423.48
Total assets	$2,701,027.06

LIABILITIES.

Losses unadjusted	$17,851.85
Amount necessary to reinsure outstanding risks	1,561,434.36
Total liabilities	$1,579,286.21

The greatest amount in any one risk, $50,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, auditor of state of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1900, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal this 28th day of January, 1901. W. H. HART, Auditor of State.

[SEAL.]

LOCAL AGENT:

A. Metzger Agency
102 North Pennsylvania St.

PHYSICIANS.

DR. J. B. KIRKPATRICK
Diseases of Women and the Rectum. Piles cured by his safe and easy method. No detention from business. Office, 31 East Ohio.

DR. C. I. FLETCHER,
RESIDENCE—1023 North Pennsylvania street. OFFICE—715 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m. Telephones—Office, 901; residence, 691.

Very Important!

All plumbing is important, even essential to the maintenance of health; but perhaps kitchen sanitation is the most important of all, for foul odors may spoil, even make dangerous, most articles of food. Beware of the defective or leaking kitchen sink! Perhaps we'd better have a look at all the pipes in your kitchen forthwith.

C. ANESHAENSEL & CO.
29-33 East Ohio Street.

CONSUMPTION,
Catarrh, Asthma and Bronchitis Cured, by
Inhalation of Antiseptic Vapors.
ASK FOR RED BOOK—it is Free
DEPURATOR Medical Institute and Sanitarium, 805-807 N. Illinois St., Indp'ls, Ind.

COAL
A. B. MEYER & CO.
19 North Pennsylvania St.

LEGAL ADVERTISEMENTS.

PETITION OF BANKRUPT FOR HIS DISCHARGE.

In the matter of G. Edward Fuller, bankrupt.
No. 789, in bankruptcy.
District of Indiana, ss:

On this 5th day of February, A. D. 1901, on reading the petition of the bankrupt for his discharge, it is ordered by the court, that a hearing be had upon the same on the 28th day of February, A. D. 1901, before said court, at Indianapolis, in said district, at 9 o'clock in the forenoon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any there be, why the prayer of said petitioner should not be granted.

And it is further ordered