VITAL STATISTICS—NOV. 8.

Marriage Licenses.

William D. Lotman and Jeannette M. Kocher.
Barney Salinger and Minnie Ringolsky.

Births.

Andrew and Katie McHugh, 694 South West street, girl.
Dan and Mary Broderick, 264 Bushing street, boy.
Thomas and Catherine Brandon, 421 West South street, girl.
George and Emma Lucas, 2413 Dewey street, girl.
Wilbur and Margaret Bremman, 426 West Washington street, girl.
Henry and Anna Borman, 941 Tuxedo street, boy.
N. W. and —— Tingle, 1718 Sheldon street, boy.

Deaths.

Martha Slusher, twenty-five, 144½ East South street, suicide.
Henry Brier, two, 2134 Barth avenue, suffocation.
Frank Wenger, fifty-six, city, hepatic cirrhosis.
Earl Logsdon, one, 974 West Washington street, accident.
John Weber, fifty-two, Tipton avenue, St. Vincent's Hospital, pneumonia.
Barbara McCrannor, eighty, 1429 Bellefontaine street, senility.
P. A. Harris, twenty-three, 239 West South street, consumption.
Edwin Snelley, twenty-eight, 225 East Maryland street, meningitis.
Anna Cronnert, twenty-four, 231 Church street, pulmonary tuberculosis.

DIED.

NORWOOD—Martha W., at the residence of her son, J. A. Norwood, south of city, at 2 a. m., Nov. 7, aged eighty years and eight months. Funeral at Center M. E. Church, Saturday, Nov. 9. Friends wishing to view remains please call at house.

WILLIAMS—B. F. Williams died Nov. 7, 8 p. m. Funeral at late residence, 2108 North Pennsylvania. Friends invited. Burial at Liberty.

MONUMENTS.

MONUMENTS—A. Diener, 449 E. Washington. Tel. 2525. Branch works E. entrance Crown Hill.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—(Licensed embalmers.) Can ship diphtheria and scarlet fever. Lady embalmer for ladies and children. 329 North Illinois street. Telephone 641, new and old.

Old 250. C. E. KREGELO. New 250.
FUNERAL DIRECTOR,
223 N. Delaware St.

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

FOR RENT—HOUSES.

FOR RENT—See list at 121 E. Market; ground floor. GREGORY & APPEL.

DENTRISTY.

DENTISTRY—Dr. S. F. Earhart, painless dentist, by the systematic treatment. 11½ W. Washington st., Iron block, opposite H. P. Wasson & Co.

NOTICE.

NOTICE—Special—If you need glasses call on CHICAGO-ERLIS OPTICAL CO., 119 W. Ohio street. Eyes examined free. Modern up-to-date methods. Lady optician.

NOTICE—JOSEPH GARDNER, galvanized iron cornices and skylights; tin, iron, steel and slate roofing and hot air furnaces. 39 Kentucky ave. Telephone 322.

NOTICE—If in need of second-hand building material of any description call on or 'phone THE INDIANAPOLIS WRECKING CO., 249 Cornell av. New 'Phone 2538. OLD BUILDINGS BOUGHT AND TORN DOWN.

NOTICE—

All advertisements inserted in these columns are charged at very low rate of 5 cents a line. No additional charge per line for blank or dash lines. Telephone 238 and your ad will be called for.

LOST.

LOST—Bunch of keys on Washington, Pennsylvania or Meridian streets. Return to Steinhauer, Western Union.

LEGAL ADVERTISEMENTS.

SHERIFF'S SALE.

By virtue of a certified copy of a decree to me directed from the clerk of the Superior Court of Marion county, Indiana, in cause No. 62709, wherein Robert W. Long is plaintiff and Sophie Heitner is defendant, requiring me to make the sum of ten hundred and sixty-three dollars and forty-one cents ($1,063.41), as provided for in said decree, with interest and costs, I will expose at public sale to the highest bidder on

SATURDAY, THE 23D DAY OF NOVEMBER, 1901,

between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents and profits for a term not exceeding seven years of the following real estate in Marion county, Indiana:

Lot number three (3), in Sonnefield's subdivision of outlot number eighty-six (86), in the city of Indianapolis.

If such rents and profits will not sell for a sufficient sum to satisfy said decree, with interest and costs, I will at the same time and place expose to public sale the fee simple of said real estate, or so much thereof as may be sufficient to discharge said decree. Said sale will be made without relief from valuation or appraisement laws. EUGENE SAULCY,
Nov. 2, 1901. Sheriff of Marion County.
L. P. Harlan, Attorney for Plaintiff.

SHERIFF'S SALE.

By virtue of a certified copy of a decree to me directed from the clerk of the Superior Court of Marion county, Indiana, in cause No. 62916, wherein Marion Trust Company, trustee, is plaintiff and Charles M. Clark et al. are defendants, requiring me to make the sum of sixteen hundred and seventy-one dollars and five cents ($1,671.05), as provided for in said decree, with interest and costs, I will expose at public sale to the highest bidder on

SATURDAY, THE 23D DAY OF NOVEMBER, 1901,

between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents and profits for a term not exceeding seven years of the following real estate in Marion county, Indiana:

Lots numbered thirty-two (32) and thirty-three (33), in Munson's subdivision of lot numbered six (6), in Birkenmeyer's addition to the city of Indianapolis, according to the plat of said subdivision, as recorded in plat book No. 7, at Page 146, in the office of the recorder of Marion county.

If such rents and profits will not sell for a sufficient sum to satisfy said decree, with interest and costs, I will at the same time and place expose to public sale the fee simple of said real estate, or so much thereof as may be sufficient to discharge said decree. Said sale will be made without relief from valuation or appraisement laws. EUGENE SAULCY,
Nov. 2, 1901. Sheriff of Marion County.
Carson & Thompson, Attorneys for Plaintiff.

SHERIFF'S SALE.

By virtue of a certified copy of a decree to me directed from the clerk of the Marion Circuit Court of Marion county, Indiana, in cause No. 36517, wherein Mabel Malthus is plaintiff and Beulah J. Cole et al. are defendants, requiring me to make the sum of eleven hundred and fifty-seven dollars and twenty-five cents ($1,157.25), as provided for in said decree, with interest and costs, I will expose at public sale to the highest bidder on

SATURDAY, THE 16TH DAY OF NOVEMBER, 1901,

between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents and profits for a term not exceeding seven years, of the following real estate in Marion county, Indiana:

The undivided two-ninths interest of Beulah J. Cole in and to the southeast half of Lot ninety-one (91), in Fletcher and others' subdivision of Outlots 96, 97, 98, and the south half of Outlot 91, in the city of Indianapolis, as the same appears in Plat Book 1, Pages 161, 162 and 164, in the office of the recorder of Marion county.

If such rents and profits will not sell for a sufficient sum to satisfy said decree, with interest and costs, I will at the same time and place, expose to public sale the fee simple of said real estate, or so much thereof as may be sufficient to discharge said decree. Said sale will be made without relief from valuation or appraisement laws. EUGENE SAULCY,
Oct. 26, 1901. Sheriff of Marion County.
Harvey, Pickens, Cox & Kahn, Attorneys for Plaintiff.

SHERIFF'S SALE.

By virtue of a certified copy of a decree to me directed from the clerk of the Superior Court of Marion county, Indiana, in cause No. 63914, wherein Indiana Savings and Investment Company is plaintiff and Charles N. Spencer et al. are defendants, requiring me to make the sum of two hundred and ninety-four dollars and fifty-five cents ($294.55), as provided for in said decree, with interest and costs, I will expose at public sale to the highest bidder, on

SATURDAY, THE 30TH DAY OF NOVEMBER, 1901,

between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents and profits for a term not exceeding seven years of the following real estate in Marion county, Indiana:

Eight (8) feet off of the north side of lot number two hundred and twenty-seven (227), in Elizabeth Talbott's revised subdivision of the east part of the west eighty (80) acres in the northwest quarter (¼) of section thirty-six (36), township sixteen (16), north of range three (3), east, according to the plat of said subdivision, as recorded in Plat Book 7, at Page 82, in the recorder's office of said county of Marion.

If such rents and profits will not sell for a sufficient sum to satisfy said decree, with interest and costs, I will, at the same time and place, expose to public sale the fee simple of said real estate, or so much thereof as may be sufficient to discharge said decree. Said sale will be made without relief from valuation or appraisement laws. EUGENE SAULCY,
Nov. 2, 1901. Sheriff of Marion County.
Carson & Thompson, Attorneys for Plaintiff.

FOR SALE—REAL ESTATE.

REAL ESTATE—Two double houses on one lot, rent $20 a month; price, $1,000. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—$3,850. New 8-room, modern house, New Jersey and Twenty-fifth streets; bath, gas, electric light, furnace, mantel, grate, etc. WM. S. CANFIELD, 705 Law building.

REAL ESTATE—Large residence on Meridian, south of Twenty-first street; price, $12,000. Lot alone worth $10,000. Will take some trade. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—Morton Place, in North Alabama street, a new comfortable two-story residence, 10 room and complete bath, furnace and barn; $6,500. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—North Capitol avenue, near Walnut street, large residence, 10 rooms, new furnace, bath, barn, large lot 50x195 feet. See us quick and get a bargain. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—Villa avenue, south of Prospect street, a cozy new cottage of five rooms, cement walks, city water and fine east front lot. Offered at a bargain—$1,250. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—North Pennsylvania near Walnut street; two-story frame residence, modern throughout, furnace and complete bath, 10 rooms; lot 40x195 feet. A bargain at $11,000. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—Handsome modern residence north, and down town, large lot with alley on three sides. Price, $12,000. Might exchange; rent $20 a month; price, $1,500. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—North Pennsylvania, near Twelfth street; elegant residence, eleven rooms. Large parlors and library, furnace, complete bath, laundry, large attic, nice barn; lot 65x195 feet. To be appreciated must be examined. Price, $16,000. JAMES GREENE & CO., Lemcke building.

REAL ESTATE—

East front lot, between Fifteenth and Sixteenth sts., with plenty of Trust gas; both natural and artificial gas connections made and paid for; street improvements made and paid; will sell for less than lot is assessed at for taxes if sold by Nov. 10. Address Box 907, care Journal.

CHURCH NOTICES.

Baptist.

FIRST BAPTIST CHURCH—Northeast corner New York and Pennsylvania streets. The Rev. Thomas J. Villers, pastor. Bible school, 9:30 a. m. Preaching by the pastor at 11 a. m. Baptism at the close of the service. B. Y. P. U., 6:30 p. m. Preaching by pastor at 7:30 p. m. Topic, "One Thing Lacking." Music by chorus and quartet. L. B. Riggs, organist and director. Midweek service Thursday evening. Pastor and people cordially welcome all who come.

Christian.

CENTRAL CHRISTIAN CHURCH—Corner Delaware and Walnut streets. Rev. Allan B. Philputt, pastor. Services to-morrow at 10:45 a. m. and 7:45 p. m., conducted by the pastor. Sunday-school at 9:30 a. m. Christian Endeavor Society at 6:30 p. m. Intermediate Society at 4 p. m. Junior Society at 3 a. m. Thursday evening prayer meeting at 7:30 o'clock. Everyone welcomed to all these services.

Congregational.

PLYMOUTH CONGREGATIONAL CHURCH—Services held in the Hebrew Temple, corner Delaware and Tenth streets. H. C. Meserve, pastor. Residence, 1411 Park avenue. 9:30 a. m. Sunday-school. 10:45 a. m. morning worship, with sermon by the pastor. 7:45 p. m. Vesper service. Address by the pastor on "The Parables of Jesus," illustrated by stereopticon. Seats free. All are welcome.

Methodist.

CENTRAL-AVENUE METHODIST EPISCOPAL CHURCH—Corner Central avenue and Twelfth street. Sermons at 10:45 a. m. and 7:30 p. m. by the pastor, Rev. H. W. Kellogg, D. D. Subject of morning sermon, "Benefits of Prayer." Evening sermon, "The Test of a True Gentleman—Life of Joseph." Sunday school at 9:30 a. m. Epworth League at 6:30 p. m., led by O. H. Palmer. All are cordially invited.

MERIDIAN-STREET METHODIST EPISCOPAL CHURCH—The pastor, Rev. Joshua Stansfield, will preach at 10:45 a. m. and 7:30 p. m. Subject of evening sermon, "The Christian." Sunday-school at 9:30 a. m. Epworth League at 6:30 p. m. Midweek prayer service Thursday evening at 7:45 p. m.

ROBERTS PARK M. E. CHURCH—Corner Delaware and Vermont streets. Sunday services: Preaching, 11 a. m., by Rev. W. R. Halstead, D. D., pastor of M. E. Hospital. Sermon, 7:30 p. m., by the pastor, Dr. C. E. Bacon. Subject, "What Should the Church Do for Young Men, and What Should Young Men Do for the Church?" Other services as usual.

Presbyterian.

FIRST PRESBYTERIAN CHURCH—Rev. M. L. Haines, D. D., pastor. The pastor will preach to-morrow at 11 a. m. in the assembly hall of the High School, North Pennsylvania street. No evening service. Sunday school meets at 9:45 a. m. Society Christian Endeavor at 6:45 p. m. Midweek prayer and conference meeting on Thursday evening at 7:45. All are cordially invited.

SECOND PRESBYTERIAN CHURCH — Corner Pennsylvania and Vermont streets. Preaching at 10 a. m. and 7:30 p. m. by the Rev. Owen Davies Odell, of Dubuque, Ia. Sunday school, 9:45 a. m. Dr. De Motte's Bible class for deaf mutes, 9:30 a. m. Prayer meeting Thursday evening, 7:30. Mayer Chapel—Corner West and Norwood streets, the Rev. Samuel Sawyer in charge. Preaching, 7:30 p. m. Sunday school, 2:30 p. m. Edward B. Matthews, superintendent. Prayer meeting on Wednesday at 7:30 p. m.

TABERNACLE CHURCH—Corner Meridian and Eleventh streets. Rev. J. Cumming Smith, D. D., pastor. Preaching by the pastor at 11 a. m. and 7:45 p. m. Sunday school, 9:45 a. m. Young people's service, 7 p. m.

Universalist.

THE CENTRAL UNIVERSALIST CHURCH—Corner of New Jersey and Fifteenth streets. Rev. Marion Crosley, pastor. Preaching services to-morrow at 10:45 a. m. and 7:45 p. m. Morning subject, "Searching for Truth; God a Perfect Help." Evening, "The Inflictions of God Just. Not Endless. What I Did and What I Did Not Say About Czolgocz." Sunday-school 9:30 a. m. Devotional meeting 6:45 p. m.

FINANCIAL.

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

FINANCIAL—Money to loan; long time; low rate; no commission. D. W. COFFIN, 42 Lombard building.

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

FINANCIAL—Loans on city or farm property in Indiana, 5½ per cent. NO COMMISSIONS. Money ready. C. N. WILLIAMS & CO., 319-322 Lemcke building.

FINANCIAL—Real estate loans; not less than $1,000 promptly made on approved securities at favorable rates and terms; large loans solicited. O. E. FIFIELD, 1002 Majestic building.

WANTED—MISCELLANEOUS.

WANTED—JAN HONG LOW CO., 226 Indiana av. Best chop suey house in city. Good cook from San Francisco, strictly up to date.

WANTED—H. L. SANDERS, 206 Indiana av.; waiters' and cooks' jackets; bar, butchers' coats, etc.; dress suits rented. Send for catalogue.

WANTED—Why pay rent? The Homestead will buy you a home for less than rent; $1,000 home will cost you $6.83 1-3 per month; a credit of $6 given on your home; agents wanted; open Saturday night. 57 Baldwin Block.

STORAGE.

STORAGE—INDP'LS WAREHOUSE CO.
W. E. Kurtz, Pres. H. A. Crossland, Mgr.
217-223 S. Penn. Telephones 1343.
We STORE, PACK and HAUL.

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.

WANTED—MALE HELP.

WANTED—For U. S. Army, able-bodied, unmarried men, between ages of 21 and 35; citizens of United States of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 North Illinois st., Indianapolis, Ind.

WANTED—Mechanics qualified for advancement. Our free booklet, "Are Your Hands Tied?" tells how thousands have doubled or largely increased their earning capacity through our spare time instruction by mail. Write to the International Correspondence Schools, Box 1646, Scranton, Pa., or call day or evening, Indianapolis office, Stevenson Building.

WANTED—Carriage mechanics, blacksmiths, painters, trimmers, wareroom craters and woodworkers. Cincinnati, the carriage manufacturing center of the United States, needs more carriage workers for its increasing trade; 29 shops built 150,000 vehicles this year; steady employment; good wages; good schools; rents and living cheap. Address with references, U. S. VEHICLE MFRS. ASS'N., Box 103, Station F., Cincinnati, O.

MEN WANTED FOR THE U. S. NAVY—Landsmen for training as seamen, age 18 to 25, $16 per month; landsmen for yeomen, age 18 to 25 ($30 per month upon appointment as yeoman third class; seamen, age 21 to 35, $24; ordinary seamen, age 18 to 20, $19; apprentices, third class, age 15 to 17, $9; machinists, first class, age 21 to 35, $55; machinists, second class, age 21 to 35, $40; hospital apprentices, age 18 to 25, $20; hospital apprentices, first class, age 21 to 28, $30; shipwrights, age 21 to 35, $35; electricians, second class, age 21 to 35, $40; electricians, third class, age 21 to 35, $30; coppersmiths, age 21 to 35, $36. Candidates must pass a physical examination, showing them to be free from disqualifying ailments, and except landsmen and apprentices, an examination showing them to be qualified for their ratings; landsmen and apprentices the physical examination only. The term of enlistment is four years. A bonus of four months' pay and an addition of $1.36 to the monthly pay for each re-enlistment within four months on honorable discharge. Rations, medicines and medical attendance gratis. Privilege of retirement on three-quarters pay after thirty years' service. Able-bodied Americans especially wanted who will enjoy exceptional opportunities for advancement to petty officers by the early completion of a number of large ships. A recruiting office will be opened at Room 30, Ingalls building, third floor, Indianapolis, Ind., for one week only, Nov. 4th to 9th, inclusive, 1901.

JOURNAL BUSINESS DIRECTORY.

ELEVATORS—
Passenger and freight. Repairs and supplies. REEDY & CO., 'Phones—New 3170; old 22752.

FLORISTS—
BERTERMANN BROS.,
New No. 241 Mass. av., 228 N. Del. st. Tel. 840.

OPTICIAN—
ROUSE & MAYHEW, Practical Opticians. 108 Monument place. English Hotel block.

PATENT LAWYERS—
E. T. SILVIUS & CO., 168 N. Pennsylvania st. Free pamphlets and consultation.
THOMAS R. BELL, Consulting engineer and patent solicitor. 64 Ingalls block, Indianapolis.
V. H. LOCKWOOD, pamphlet or any general information free of charge. 415-418 Lemcke Building.

RESTAURANTS—
STEGMEIR BROS., Oyster and Chop House. 19 N. Illinois st. Both 'phones 706.

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

STOVE REPAIRS—
THE PEERLESS FOUNDRY CO., 719 Meek st. New 'phone 2462.

WALL PAPERS—
H. C. STEVENS, New Style Wall Paper. Low prices. 930 N. Senate av. Tel. 2 on 2552.

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

AUCTION SALE.

AUCTION SALE—Of furniture, carpets, stoves, etc., will be sold this (Saturday) morning at 9:30 o'clock, at my room, No. 245 W. Washington st.; three choice oak and walnut bedroom suites, dresser, oak mantel folding bed, parlor suites of seven pieces, rockers, oak dining chairs, extension tables, stands, brussels and ingrain carpets, mattresses, bedsprings, pictures, heating stoves, pillows, portieres, sewing machine, and a great many other articles. Sold to satisfy chattel mortgage. G. W. MCCURDY, Auctioneer.

SHOW A LACK OF INTEREST

A RAILWAY SOCIETY OF LARGE MEMBERSHIP, BUT LITTLE THRIFT.

Vandalia Officials Inspect the Logansport & Toledo Line—General and Personal Railway News.

The American Society of Railroad Superintendents, although one of the largest associations in membership in railroad lines, and with a full treasury, seems to be on the wane. Each year its annual meeting attracts less attention, and the question of getting the members of the organization to take some interest in it is a pressing one. President Derr, of the association, has arranged for its executive committee to get together within a short time and take some decisive action as to continuing the organization. In commenting on the condition with this organization the Railroad Gazette, in its current issue, says: "The anomaly of the present situation in this society is that the membership is reasonably large and the treasury is all right, but those members who have anything to say to the world seem to prefer to say it through some other channel. Probably we must take this state of things as one more reminder that this country is very large; that with the increasing variety of interests that presses everybody who tries to keep abreast of the times men who wish to do effective work in the world find that they must judiciously limit their range of activity. The men of the car and locomotive departments are turning from national to local associations, and it is not strange if superintendents follow their example. And quite likely the members of the superintendents' society will find, as master car builders and master mechanics have found, that this apparent narrowing of the field really broadens their knowledge; for the increased frequency of communication with the freer interchange of thought now had through technical periodicals and club-meeting reports will probably much more than compensate for the losses due to not having a large annual meeting."

Laws Violated by Railways.

Evidence of flagrant violation of the interstate-commerce and the anti-trust laws by railroads east and west of Chicago was adduced at yesterday's session of the Interstate-commerce Commission in Chicago. Traffic managers of lines in the Central Freight Association and the Western Trunk Line Committee admitted that export rates on grain and grain products are constantly cut and that officials of the roads meet at stated periods and agree on rates, which are then promulgated by the individual lines interested. The principal witness of the day was Traffic Manager George J. Grammar, of the Lake Shore road, and his recitation of the conditions of affairs relative to grain east-bound aroused the deepest interest of the commission. In the opinion of the commission the condition shown by the evidence is the strongest argument that could be adduced for the passage of a bill by Congress giving the commission the power to make rates after a thorough investigation upon complaint, and also the power to punish violators of the commission's rulings.

Traffic Manager Grammar, under examination by Commissioner Prouty, admitted that the export rates on grain and grain products were constantly cut; that the tariffs were seldom maintained; that the export rates were always secret; that little grain has been moving as domestic grain; that an association existed, the members of which met at regular periods and in violation of the anti-trust law agreed upon rates and percentages and kept a record of the same. When asked why the roads did not publish their export rates the same as domestic rates, he replied that if they did the press of the country would charge that the railroads were favoring foreign countries and foreign markets at the expense of the home market and home producers.

W. B. Biddle, freight traffic manager of the Santa Fe, admitted that rates on export grain to the seaboard had not been maintained and that a large percentage of the grain moved was moved as export grain.

J. T. Hudson, traffic manager of the Illinois Central, and several prominent mill owners testified regarding the discrepancy between grain and flour rates, claiming that the railroads had practically closed the European markets to American flour.

It transpired during the investigation that the commission is interested in the preparation of a measure which is to be a modification of the Cullom bill, and which will be introduced at the next session of Congress. It was also asserted that the evidence taken by the commission here and in New York city will be given to Congress in the form of a report and petition for the remedial legislation sought.

Girls in Dining-Car Service.

Chicago Post.

The plan of T. R. Barnes, superintendent of the Denver & Rio Grande Railway dining-car service, which contemplates the employment of pretty girls as waitresses, has been unproductive of enthusiasm among Chicago railroad men who have heard of it. The local experts say the scheme will not do, and they cite many reasons therefor, a few of which may be mentioned.

"In the first place," said one superintendent, "there would be no place for women to sleep in the dining cars, unless they roughed it,' as the men do. Then, again, the work of a waiter on a Western railroad dining car consists principally in the arduous occupation of extracting corks from the necks of bottles, a species of service which would be neither suitable nor congenial for properly reared young women. The scheme will never do."

Mr. Barnes has this to say in behalf of his plan:

"Girls are neater, cleaner and quicker than men in dining-car service. I shall employ them first in Colorado to see how the public takes to it, and if it be satisfactory I may introduce the plan on the Missouri Pacific."

Personal, Local and General Notes.

A call has been made for the regular monthly meeting of the Central Passenger Association at Chicago on Wednesday.

H. C. Rouse, president of the Missouri, Kansas & Texas, passed through the city yesterday en route from Cleveland to St. Louis.

Judge B. Heisherman, of Urbana, O., has been appointed solicitor of the Pennsylvania lines west, succeeding the late Frank Chance.

E. C. Peirce, local agent of the Erie lines at Springfield, O., has been appointed traveling agent of the Erie Dispatch, succeeding J. A. Todd, deceased.

It is stated that the Pennsylvania is negotiating with the Pressed Steel Car Company for the use of some of its patents to produce its own cars.

Thomas Horn, a well-known Panhandle engineer, and Miss Fannie Conn, of Steuben, O., were married at the home of the bride's parents on Thursday.

The Pennsylvania Company is this week delivering to the Wabash 700 carloads of steel rails for the Missouri Pacific at the rate of fifty-five cars per day.

Earl S. S. Smith, who has resigned the commissionership of the Sioux City transportation bureau, will on Nov. 15 take an important position on the St. Louis & San Francisco.

The Pennsylvania owns $7,000,000 of the Chesapeake & Ohio stock, and has been of late making extensive purchases of coal property along the line in the interests of that road.

The C., H. & D. has arranged to sell tickets at greatly reduced rates on account of Thanksgiving day. Tickets will be on sale Nov. 27 and 28, good returning to and including Nov. 29, 1901.

From a length of 370 miles in 1896, earning $2,028,000 gross, the Minneapolis & St. Louis has been extended until 781 miles are operated and gross earnings were for the last fiscal year $3,275,000.

Miss Jane Whitcomb, who for many years was matron at the Union Station, left last night for New Hampshire, where she goes to reside with relatives, giving up her position on account of poor health.

Only fifty miles of Canadian Northern remains to be built to complete the road between Rainy river and Fort Arthur; 825 miles are now in operation from Rainy river west, and several short branches.

Next week the headquarters of the general superintendent of the Chicago division of the Erie will be moved from Chicago to Huntington, Ind. The division extends from Chicago to Marion, O., and Huntington is about midway.

M. D. Woodford, president of the Cincinnati, Hamilton & Dayton and the Indiana, Decatur & Western, passed through the city last night en route west to note the progress making in the construction of the I., D. & W. extension.

George H. Campbell, assistant general superintendent of the Baltimore & Ohio, will hereafter have jurisdiction over the freight and passenger stations and piers at New York, Philadelphia, St. George Station, Staten Island, and Washington.

This month's issue of the official local time table of the Pennsylvania lines will have an unusually attractive cover. The design is appropriate for Thanksgiving months. A kitchen scene with November edibles is shown in brilliant colors.

J. H. Lahey, who has been for several years superintendent of the Missouri division of the Iron Mountain, has tendered his resignation. He has been in the employ of the company twenty-one years, and now goes to the Kansas City Southern Railway.

The Baltimore & Ohio has a corps of engineers at work surveying the line from Tabb's Crossing, two miles west of Martinsburg, W. Va., to Harper's Ferry, twenty-two miles, to form a cut-off for east-bound freight trains and avoiding heavy grades.

To-morrow E. F. Cost, freight traffic manager of the Big Four lines, and several of the assistant general freight agents will start on an extended Northwestern trip, expecting to be absent a week, visiting Chicago, St. Paul, Denver, Kansas City and St. Louis.

The re-election of M. E. Ingalls as president of the Big Four and the other executive officers of the past year at the meeting in New York on Thursday puts at rest the rumor that President Ingalls desires to be relieved or that he proposes to move to New York.

The American Locomotive Company has begun work at Dunkirk on extensive additions to what are its works. Brooks locomotive works, large tracts of land have been purchased and numerous additional shops will be erected. When completed over 4,000 men will be employed.

M. Knight, vice president, S. B. Knight, general freight agent, and P. W. Coyle, assistant general freight agent, will leave St. Louis Sunday evening on a special train to make several days' inspection trip over the new acquisitions of the Wabash, including the Omaha & St. Louis.

Several Vanderbilt officials are now making a trip through the Northwest. The party includes W. F. Wilson, general manager of the New York Central & West Shore line; F. W. La Bau, general freight agent of the West Shore, and E. L. Somers, general freight agent of the same line.

The Chicago & Northwestern has given orders for the building of ten entire new trains, from engine to baggage car, at an expenditure of approximately $1,200,000. This is said to be the largest order ever given for the equipment of a single train. These trains will be used to make up the Overland Limited.

The Lackawanna Railroad opened a fine new passenger station at Washington, N. J. It is built of rock-faced brick and the general style of architecture is very ornamental. The opening of the station practically completes improvements at this point which have been under way for nearly eighteen months.

It is stated that Frank W. Morse, third vice president, will assume the second vice presidency and general managership of the Grand Trunk Railway on Jan. 1. Mr. Reeves, the present occupant of that office, will go to England for three months and upon his return will resign and retire to his farm in California.

W. H. Starr, who has been superintendent of the western division of the Chicago & Alton Railroad, with headquarters in Kansas City, during the last two years, will go to Chicago Nov. 15, where he will accept another position with the same road. He will be succeeded at Kansas City by E. Ryder, of Charlottesville, Va., who comes from the Southern Railway.

William Nicholson, general manager of the Central Railway clearing house, has completed arrangements by which the Chicago, Rock Island & Pacific system is included in the operation of that bureau. The territory of the Central Railway clearing house now extends from the Aalantic seaboard to all points beyond the Missouri river on the Rock Island system.

D. T. Bacon, general manager of the Indiana Car Service Association, has made a number of changes, effective on Monday, as a result of the resignation of H. B. Johnson, for ten years traveling inspector. Mr. Johnson is succeeded by H. M. Elliott, formerly of the Indianapolis car service inspector at Fort Wayne. At that point Mr. Elliott is succeeded by J. Goff, inspector at Alexandria, and F. C. Butler succeeds Mr. Goff at Alexandria.

The study of the schedule of the new train the Union Pacific put on last Sunday shows it to be the fastest railroad service, long distance, in the world. It covers the distance from Omaha to Ogden, 1,025 miles, in twenty-one hours, the average speed of the train, exclusive of stops, being fifty-five miles an hour. On some portions of the line a speed of sixty-five and seventy miles an hour is maintained for a number of consecutive miles.

Robert A. Newburn, of Philadelphia, assistant superintendent of the fire insurance department of the Pennsylvania system, and C. E. McKim, of the Western lines, have started on their annual inspection of the risks of the company in the various large cities on the Western lines and were in this city yesterday. The Pennsylvania carries fire insurance on the bulk of its property. Two inspections are made, one in the spring and one in the fall.

Secretary Root is striving to induce the Pennsylvania to make the new bridge which the company will build over the Potomac at Washington one of architectural dignity and beauty. The plans for the new structure have been drawn and submitted to the secretary, with the result that they have been approved, but they stop short of the design that the secretary would like to have adopted, and he has undertaken to persuade the company to build an ornate bridge.

The board of control of the Union Depot, at Atlanta, Ga., has been summoned to appear in Police Court to-day to answer the charge of maintaining a nuisance, preferred by the Atlanta Board of Health. It is charged specifically in the summons that "the flooring of the car shed (the Union Depot) is rotten, damp, greasy and moldy, and is a bed of dangerous and contagious microbes and disease germs." The board of control is composed of the presidents and general managers of the railways using the station.

The United States Supreme Court yesterday heard arguments in the case of the Interstate-commerce Commission against the Western railroads terminating at Chicago. The case involved the legality of the terminal charge of $2 a car on all cars carrying live stock into the Union Stockyards, in addition to the through rate charge. The commission decided against the terminal tariff, but the railroads appealed to the court. Argument was made for the commission by Messrs. William A. Day, S. H. Cowan and David Willcox, and for the railroads by Mr. Lloyd W. Bowers.

Harry Miller, general manager, N. W. Taylor, general freight agent, W. H. Coleman, assistant general freight agent, Superintendent Hatch of the Michigan division and Superintendent McKeen of the Vandalia main line, have for two or three days past devoted their time to inspecting the improvements now in progress on the Logansport and Toledo division, and while at Logansport General Manager Miller appeared before the City Council to confer in relation to vacation of one of the streets of Logansport to enable the company to extend its yards and make other desired improvements at that point. Under the new deal the business of the Vandalia will be largely increased and more room is necessary for handling the business.

The Santa Fe, Prescott & Phoenix Railroad was yesterday turned over to the Atchison, Topeka & Santa Fe Company, President Ripley accepting the former line from Frank W. Murphy, president of the short road. The road is over 200 miles long, reaching from Ashfork to Phoenix, A. T., beside half a dozen branches, and is said to be the second largest dividend-paying road in the United States. The retiring owners of the road will, it is said, build a road from Phoenix to Benson through the Salt river and Gila valley and tapping the Southern Pacific at Benson, and then another line west, touching the Southern Pacific again at Yuma.

After a two days' session at the Galt House, Louisville, the Southeastern Mississippi Valley Freight Association adjourned last night without having made any changes in the grain rates to Southeastern territory. St. Louis grainmen claimed they were discriminated against in favor of Cincinnati and Louisville in rates to the Southeast, and when the Southeastern Association convened here Thursday its members told the grainmen of Louisville, Evansville, Memphis, Cairo, Ill., Henderson, St. Louis and other cities to agree on a rate and present the agreement to the association. The grainmen held several conferences, but when the meeting adjourned last night it was said that no agreement of any kind had been presented to the association.

IRON AND STEEL ACTIVE

SOME BRANCHES OF THE TRADE SHOW HIGHER PRICES.

Improved Textile Conditions—The Cereal Movements—Car Shortage About the Only Bad Feature.

NEW YORK, Nov. 8.—Bradstreet's tomorrow will say:

"The trade situation presents many points of strength and few of weakness. Colder weather throughout the country has stimulated retail trade in heavy clothing, shoes, groceries and rubber goods, and this has already been reflected in an improved reorder demand from Western and Southern jobbers. Collections, too, are more satisfactory. Country merchants are reported in good financial shape, and one result of this is found in the rather better supply and easier tone of money. Holding of cotton is reported from the South, this being aided by the strength of the business community generally. Higher prices have been made for cereals. The price situation is one of steadiness, though some hesitation was shown during October.

"While nearly all industries are active, special strength and activity has been displayed in iron and steel. Production as yet seems to be running behind consumption. The shortage of cars is an additional obstructive feature just at present, and the effect on the coke trade has been so marked as to cause the shut-down of twenty blast furnaces in the Pittsburg district. Pig iron is in good demand East and West. Railway material is very active at Chicago and 50,000 tons of steel rails have been ordered by Western roads this week. Iron bars and nails display weakness and are lower. Plate specifications are also reported being held back. At Pittsburg there is a heavy demand for bessemer iron and sales of 15,000 tons of this material and of 20,000 tons of foundry iron are reported, with good premiums for prompt delivery. Forge iron is 50 cents up. Structural material also is active, sales at Pittsburg for the week aggregating 12,000 tons.

"Some irregularity is noted in the market for cotton goods, owing to the weakness of raw material, the outgrowth of large estimates. The Fall River wage situation has been clarified by a reduction in wages made by the manufacturers who some weeks ago advanced them. Print cloths are firm for prompt delivery at 3⅛c, but some sales have been made for January delivery at 3c. Woolen goods machinery is actively employed. The markets have been rather firmer, with an upward tendency.

"The leather trade is rather quieter than of late. Shoe factories at the East are finishing up their winter orders preparatory to turning machinery on spring goods. Prices are still the key of the situation and they are firm and unchanged. Shoe shipments continue largely in excess of a year ago.

"The coal trade was in good condition previous to the cold weather. It has lost none of its strength since and the only source of complaint is the small stocks in dealers' hands and the trouble growing out of the scarcity of cars. Raw sugar is lower in sympathy with the continued bearish feeling here and abroad, and refined is 10 points lower all round. Coffee is slightly higher on smaller crop estimates.

"Wheat, including flour, exports for the week aggregate 5,469,454 bu, as against 6,672,888 last week and 3,555,507 in this week last year. Wheat exports from July 1 to date aggregate 112,198,916 bu, as against 66,355,797 last season. Corn exports aggregate 708,284 bu, as against 606,159 last week and 3,287,627 last year. From July 1 to date corn exports are 17,447,844 bu, against 59,463,314 last season.

"Failures for the week in the United States aggregate 191, as against 172 last week, 161 in this week a year ago, 182 in 1899 and 187 in 1898."

INADEQUATE SUPPLY OF CARS.

A Distinctly Deterrent Factor in the Mercantile Situation.

NEW YORK, Nov. 8.—R. G. Dun & Co.'s weekly review of trade to-morrow will say:

"Little relief has been afforded the leading manufacturing industry in the matter of transporting facilities. In fact, the situation on the whole is less satisfactory, since inability to secure coke has brought about the banking of some furnaces. This, in turn, tends