VITAL STATISTICS—JULY 31.

Births.

S. and E. Finch, Merrill street, girl.
F. and N. Biase, 723 Minnesota, boy.
F. and C. Colwell, 1609 Ludlow, girl.
C. and H. Quack, 1706 Prospect, girl.
A. and N. Lloyd, 1431 North New Jersey, girl.
J. A. and W. Hawkins, 312 North La Salle, boy.
E. and L. Hereth, 1501 North New Jersey, girl.
C. M. and L. Dickson, 1321 Nordyke, boy.

Marriage Licenses.

Cornelius Andress and Effie Malone.
Solie Marshall and Hannah Owens.

Deaths.

Maria Clark, eighty-six, 725 North Alabama, obstruction of bowels.
Dorothy Foster, forty-nine, 1328 South Meridian, tuberculosis.
Henry Ortman, fifty, City Hospital, cirrhosis of liver.
Charles E. Green, sixty-eight, 140 South West, heart disease.
Isaac Entwistle, seventy-eight, 1220 Sheffield, senility.
Reuben Roberts, thirty-three, 1463 Brooker, congestion of liver.
Mary T. Brown, fifty, City Hospital, diabetes.
Collin Forbes, twenty-nine, 1308 College, tuberculosis.
Maggie Langtry, one, 1341 West Ohio, summer complaint.
Mary Bowler, eighty-three, Little Sisters of the Poor, senility.

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. 220 N. Illinois street. Telephone 641, new and old.

Old 250. C. E. KREGLO, New 250.
FUNERAL DIRECTOR,
233 N. Delaware st.
Residence cor. 19th and Ill. sts; New 'phone 1749.

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

FOR SALE—HOUSES.

FOR SALE—Wabash, Ind.—To close an estate will sell two-story stone building, brick front, 80x90 ft., centrally located; has been used for livery purposes; would make two good storerooms; also residence on main street, one block east of city hall. C. T. THORNE, Executor.

FOR SALE—MISCELLANEOUS.

FOR SALE—Inclusive contract, $500 European tour; holder, having changed plans, will sacrifice. Address Box 82, care the Journal.

FOR SALE—Secondhand furnace, with air pipes and registers; all in good order; may be seen at 2015 N. Delaware. For information call at 401 N. Pennsylvania.

FOR SALE OR TRADE.

FOR SALE OR EXCHANGE—For first-class hotel property or for a stock of merchandise, 640 acres of land, located within sixty miles of the city of Chicago, in Illinois, and in the corn-belt district; this is an opportunity of a lifetime and will bear the closest investigation; this is offered by the owner of the land, and would prefer dealing direct with the owner of the property. Address Box 310, Hoopeston, Ill.

FOR TRADE.

FOR TRADE—

For good farm, fine double house north part of Indianapolis; 8 rooms, bath and furnace on each side; renting for $720 yearly; in perfect condition; not over 80 acres wanted nor over 20 miles from Indianapolis. Address Box 72, care the Journal.

FOR RENT—HOUSES.

FOR RENT—See list at 131 E. Market; ground floor. GREGORY & APPEL.

FOR RENT—OFFICES.

FOR RENT—Good offices in the Lemcke building. A. M. DE SOUCHET, Room 214.

WANTED—MISCELLANEOUS.

WANTED—
If you have anything to buy, sell or trade make that fact known through the Sunday Journal want ads. You will get the desired results.

LOST.

LOST—A Palestine Commandery emblem. The finder will please return same to cashier, Hotel English, and receive reward.

LOST—Pocket book containing $10, paper certificate in favor of Journal Newspaper Company for $110.50 and I. O. O. F. Lodge receipts. Reward for return. H. H. EVANS, Journal.

LEGAL ADVERTISEMENTS.

DEPOT Q. M. DEPT., JEFFERSONVILLE, IND., July 30, 1902.—Sealed proposals, in triplicate, will be received here until 10 o'clock a. m. Aug. 13, 1902, for furnishing 800 field ranges. United States reserves the 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 Field Ranges," and addressed J. M. MARSHALL, Assistant Q. M. General.

TYPEWRITERS.

FOR SALE—The Fox, Manhattan and other leading makes for sale or rent at anti-trust prices. G. M. MERRICK, Gen. Agt. 'Phones 509. 114 E. Washington st., Indianapolis.

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., Friday, Aug. 15, 1902, receive sealed bids for construction of cement entrances to driveway at the county power house, 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 31st day of July, 1902.
JOHN McGREGOR,
THOMAS E. SPAFFORD,
JOHN E. McGAUGHEY,
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., Friday, Aug. 15, 1902, receive sealed bids for construction of arch culvert on Kissell road, in Pike township, 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 31st day of July, 1902.
JOHN McGREGOR,
THOMAS E. SPAFFORD,
JOHN E. McGAUGHEY,
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., Friday, Aug. 15, 1902, receive sealed bids for construction roadway approaches to bridge over Swamp Branch, on Seerley road, 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 31st day of July, 1902.
JOHN McGREGOR,
THOMAS E. SPAFFORD,
JOHN E. McGAUGHEY,
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., Friday, Aug. 15, 1902, receive sealed bids for construction arch culvert on Seerley road, at Jessup's place, in Decatur township, 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 31st day of July, 1902.
JOHN McGREGOR,
THOMAS E. SPAFFORD,
JOHN E. McGAUGHEY,
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., Friday, Aug. 15, 1902, receive sealed bids for construction of an arch culvert at intersection of Shelbyville and Bunker Hill roads, in Franklin township, 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 31st day of July, 1902.
JOHN McGREGOR,
THOMAS E. SPAFFORD,
JOHN E. McGAUGHEY,
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., Friday, Aug. 29, 1902, receive sealed bids for construction bridge over Pleasant run, on East New York street, 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 31st day of July, 1902.
JOHN McGREGOR,
THOMAS E. SPAFFORD,
JOHN E. McGAUGHEY,
Commissioners of Marion County.
Attest: HARRY B. SMITH, Auditor.

JOURNAL BUSINESS DIRECTORY.

ELEVATORS—
Passenger and freight. Repairs and supplies. REEDY & CO. 'Phones—New 2170; old 22752.

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

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

PATENT LAWYERS—
THOMPSON R. BELL, consulting engineer and patent attorney, 64 Ingalls block, Indianapolis.

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

STOVE REPAIRS—
THE PEERLESS FOUNDRY CO., 710 Meek st. New 'phone 2402.

WALL PAPERS—
H. C. STEVENS, New Style Wall Paper. Low prices. 930 N. Senate av. Both 'phones—New 2674; old Brown 3152.

FINANCIAL.

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

FINANCIAL—Five per cent. money to loan on Indianapolis city property, or on city property in any county-seat town, or on farm property anywhere in Indiana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS & CO., 8-10 E. Market st.

NOTICE.

NOTICE—Hot air furnaces, with combination gas burners; for burning gas and other fuel at the same time. JOSEPH GARDNER, 39 Kentucky ave. Telephone 322.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a line. Blank or dash lines at the same price per line. Telephone 238 and your ad. will be called for.

NOTICE—If in need of second-hand building material of any description call on or 'phone THE INDIANAPOLIS WRECKING CO., 1015 Cornell av. New 'phone 3598. OLD BUILDINGS BOUGHT AND TORN DOWN.

NOTICE—

A CARD LIKE THIS

Every Sunday for one year costs but $1.95 per month. The Journal want page is profitable to the advertiser and reader.

ENGINEERING.

ENGINEERING—Joseph H. Dennis, civil engineer and surveyor, 1230 Bellefontaine st., Indianapolis.; general engineering work solicited.

BICYCLE REPAIRING.

BICYCLE REPAIRING—By WATSON & JACKSON, 450 Massachusetts av.

STORAGE.

STORAGE—The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

INTERURBAN CAR TAX.

Mr. Marott's Reasons Why It Should Not Be Abolished.

To the Editor of the Indianapolis Journal:

I desire space in your columns to answer your editorial of July 30 and matters relating to the action of the Merchants' Association and myself pertaining to the interurban car-tax question. It is strange (in fact, it seems as a dream) that the Indianapolis Journal, through its editorial columns, can advise its readers that the meager car tax of 2½ cents each trip should be repealed. If the Journal is honest it surely is blind, as a Republican organ, to Republican principles of taxation. Indianapolis government requires an income from the many channels of industry and properties to operate the city to pay for police force, fire protection, officials, etc., just as the government of the United States of America requires tariffs on importations and taxes on sugar, tobacco and whiskies, etc., to maintain the government; just in the same way as the industries of this country are maintained to a higher scale of values for their commodities because of tariff protection given thereto.

First, I will say, all capital invested in corporation property should have liberal allowances in franchises to operate the industry at a good, safe profit upon the investment, but here comes a corporation of interurban railway owning one hundred miles of line which is bonded and stocked for $10,000,000. Its bonds are par upon the market and its stock 76 bid, making an asset of near $9,000,000 for a property operated less than two years at a construction cost of less than $2,500,000. Also the same company asserts that it has financed another proposed road known as the Indiana Northern Traction Company, in which there is to be issued $5,000,000 of bonds and $3,500,000 of stock to build about one hundred miles of railway between Logansport and Indianapolis, which is a bond issue of $50,000 a mile, which road can easily be constructed for about one-third of the bond issue independent of the three and one-half million dollars of stock. This company also is operating under a franchise which its president rushed to the City Council last winter for their ratification of franchise, in which there is an agreement as to car tax and freight limitations that were then satisfactory. Now comes the Union Traction Company, after it has got under its wing the little things (short-line interurbans) which they before desired to squeeze, and since a compact now comes before the administration wanting to break the contract entered into. If the Journal is right there should be no limitations as to how much water should be put in stock and bonds of interurban railways, because they should have a franchise elastic enough to make a profit on any amount of water they desire to throw into their properties. In evidence of this the Union Traction Company and the proposed Indianapolis & Northern Traction will have a total issue of stock and bonds of $18,500,000 for a little over 200 miles of line, with powerhouses and rolling stock, with a total actual investment of less than $5,000,000. Here is where the Journal wants the city of Indianapolis and the taxpayers sacrificed to bear the burden to pay a profit on $13,500,000 of absolute water issue. Is the Journal aware that the city pleads poverty and an increased city tax is to be put in force? Is it aware that every voter must pay a poll tax of $2, which the city government would take the shirt from a man's back to pay? How extreme these two conditions!

Regarding the meeting of the Merchants' Association directors noted in your columns as advocating the repeal of the car tax I beg to acknowledge that I may as well have presented that letter to McGowan and McCulloch as the directory of the Merchants' Association. Mr. Wasson and others of that directory are directly interested and easily hypnotized to the powers of Hugh McGowan, and had it been placed before the Merchants' Association as a whole the result would have been far different. The Democratic administration was disposed to impose a tax of about 30 cents a trip for interurban cars, and the Merchants' Association appeared before them opposed to such a rate at this time, advocating a low tax for a short period of years, and surely that was a low tax established at 2½ cents per car each way; and if it be a fact that Mr. McCulloch has sold the bonds to build the Indianapolis & Northern traction, to be operated under the Union traction, he was able to place those bonds on whatever rates are in the franchise he now has in the Union traction, and therefore why is it necessary to make further grants, as evidently the bond buyer was sure of his security or Mr. McCulloch could not have raised the money.

Regarding the funny sayings of the Journal pertaining to the little house and land gift, I was not aware that I had such valuable mining property as bed springs and mattresses. Maybe by excavation I would have a very tangible asset applicable to steel rails and possibly feathers, and down within the mattresses to soothe my wooing spirit and help me sleep away and cast in dreams the beautiful presents the Journal deserves.

GEORGE J. MAROTT.

Indianapolis, July 31.

Hit with a Cuspidor.

Charles Dunham, colored, in attempting to injure a man with whom he was quarreling last night, struck his best friend, Lewis Chrisman, also colored, cutting a gash on the latter's head that laid bare the skull. The men were in a saloon near Tenth street and the canal about 10:30 o'clock. Dunham and one of the men got into a fight and Dunham threw a cuspidor at the other man. The latter dodged behind Chrisman, who was hit. Chrisman was very drunk and the injury soon prostrated him. He was taken to the City Dispensary, were Dr. Forman dressed the wound.

THE C. & E. I. MYSTERY

NOTHING DEFINITE KNOWN AS TO WHO HAS PURCHASED THE ROAD.

Indications Are that St. Louis & San Francisco Is the Owner, but President Yoakum Will Not Talk.

ILLINOIS CENTRAL A FACTOR

RUMOR THAT IT HAS SECURED CONTROL OF THE SAN FRANCISCO.

Formal Consolidation of the C., H. & I. and the I., D. & W.—The Rock Island Reorganization Scheme.

No authoritative announcement has been made concerning the reported sale of the Chicago & Eastern Illinois. A dispatch from New York says President Yoakum, of the 'Frisco line, and H. H. Porter, of the Chicago & Eastern Illinois, yesterday maintained all their reserve of Tuesday and none of the other principals on either side would discuss the matter. The New York Herald of Wednesday said: "President Yoakum, of the St. Louis & San Francisco Railroad, has confirmed to his intimate friends the purchase by his line of the Chicago & Eastern Illinois. Nothing bearing an official stamp, however, has been said as to the reasons for the acquisition of the property. The two roads do not connect at any point, and, according to practical railroad men, several hundred miles of construction work will have to be carried before the big Southwestern system will be able to reap the advantages which the Chicago & Eastern Illinois can supply in the way of an entrance into Chicago. When President Yoakum was seen at the Waldorf he refused to discuss the terms of the purchase and would neither confirm nor deny a report that the Illinois Central had practically concluded arrangements for the acquisition or lease of his system. I am not ready to talk yet, he said. When questioned as to the reasons of the acquisition of the Chicago & Eastern Illinois, when his road is several hundred miles away from any point of connection, he laughed and said: 'Strange things happen, don't they?' "

Of the terms at which the stock will be acquired by the 'Frisco, the Herald attributes to a director of the first mentioned the statement that there had been no lease of the Eastern Illinois, but an actual sale. Each shareholder of the road will, he said, receive for 100 shares of common stock $25,000 in new 4 per cent. collateral trust bonds of the 'Frisco and which will be a direct obligation against it, standing ahead of all its stocks. The terms upon which the preferred stock of the Chicago & Eastern Illinois will be exchanged are announced. In well-informed banking circles the intimation was quietly given, concludes the Herald, that the Illinois Central either will become the owner of the 'Frisco as a result of the present deal, or will lease that property as a counter move against the aggressions of other interests in the South.

MERGING OF HOME ROADS.

I., D. & W. and C., H. & I. to Form a Part of a New Through Line.

The directors of the Cincinnati, Hamilton & Indianapolis and of the Indiana, Decatur & Western roads met yesterday at the general offices of the latter and took the preliminary steps to consolidating the two roads under the name of the Cincinnati, Indianapolis & Western, thus carrying out the programme as announced in the Journal a few weeks ago. It is understood that the jurisdiction of C. G. Waldo, general manager, D. G. Edwards, passenger traffic manager, and A. H. McLeod, freight traffic manager, will be extended over the consolidated lines. Other officials of the Cincinnati-Hamilton Company are already acting in the same capacity. It is stated that probably matters will run along as at present until after Aug. 28, when the stockholders of the two companies will vote on the consolidation question, which will doubtless be carried through, as parties controlling the majority of the stock of both companies are the movers in the consolidation scheme. The Cincinnati, Hamilton & Indianapolis road is ninety-nine miles in length and extends from Hamilton, O., to Indianapolis, the company having good terminal facilities at Indianapolis and entering Cincinnati over the Cincinnati, Hamilton & Dayton tracks. The Indiana, Decatur & Western extends from Indianapolis to Decatur, 153 miles, with a thirty-two-mile extension, just completed, to Springfield, Ill., and another division known as the Ohio river division, seventy-two miles in length, making a total of 356 miles. Since the Cincinnati, Hamilton & Dayton owners took control of the Indiana, Decatur & Western and its extensions the road has come to be looked upon as having a bright future, as it connects at Springfield, Ill., with good feeders who seek a direct route to Indianapolis and Cincinnati, and already a good business from connections is assured. The road itself passes through the corn belt of western Indiana and central Illinois, and when crops of corn, oats or hay move the line will get its full share of the business. An impression prevails in railroad circles that with the completion of the extension and the consolidation of the two roads the property will become a valuable adjunct to the Cincinnati, Hamilton & Dayton. This consolidation and extension carries out the plan of the late H. B. Hammond, who built the Indiana, Decatur & Western, and predicted that it would eventually become part of a great through east and west line, as it undoubtedly will, this step being but the beginning of the merging of roads to form a new through line.

ROCK ISLAND REORGANIZATION.

W. B. Leeds Re-Elected President—Readjustment of Stock.

The new Rock Island Railway Company, which filed articles of incorporation at Trenton, N. J., and Des Moines, Ia., yesterday, held a meeting in New York and re-elected W. B. Leeds president. William H. Moore was made chairman of the financial executive committee, in which position it is said he will supplant Mr. Cable as chairman of the board. Other members of this committee are Messrs. Field, Leeds, Reid, J. H. Moore and T. L. Hine. Mr. Reid was elected secretary and treasurer and Mr. Beggs assistant to Mr. Reid. Henry C. Frick was added to the list of directors.

Under the Rock Island Company's plans of readjustment each holder of one hundred shares of common stock is to receive a $10,000 bond secured by a collateral trust mortgage upon the present Rock Island stock. In addition to this they receive in the Rock Island Company of New Jersey seventy shares in preferred stock and one hundred shares in common stock; the preferred stock is preferred to the extent of 4 per cent. from the earnings of each year for a period of seven years, when it becomes preferred for 5 per cent. for an additional period of seven years, after which it is preferred to the extent of 6 per cent. per annum. The dividend requirement on the present Rock Island stock to meet the 4 per cent. on the bond and 4 per cent. on the amount of prefererd issued is 7 per cent., and to the common stock accrues all the net earnings of the company over and above the 7 per cent. required by the bond and the preferred stock. The bond is put upon the present Rock Island stock by means of an Iowa operating company, which buys the stock of the present Rock Island company. In turn the Iowa corporation deposits the stock in a New Jersey holding corporation, which issues against it its preferred and common stock. By this means the Iowa corporation bonds have behind them the entire value of the present Rock Island stock, the operation of the New Jersey company being able in no way to affect the value of this underlying issue of collateral trust bonds.

The purpose of the new organization, as recited by the articles filed at Des Moines, is to conduct a general railroad and telegraph business across the State of Iowa from Davenport to Council Bluffs and elsewhere in the State as desired, and in any other State or Territory of the United States. The life of the corporation is fifty years. The principal place of business is to be in Des Moines, with branch offices to be maintained at Chicago and New York. The annual meeting of the company is to be held in Des Moines on the third Thursday of October of each year, beginning with 1903.

A "Good Roads" Train.

The Great Northern Railroad Company has placed at the disposal of the office of public road inquiries of the United States Department of Agriculture a railroad train for the purpose of transporting representatives of the officers, engineers, road builders and road machinery to be used in practical object lessons in road building. Road conventions will be held at the cities where the train will stop. The train will start from Chicago Aug. 15, and will reach Minneapolis early in September, where demonstrations of theoretical and practical road building will be given at the state fair grounds during fair week. At the close of the fair the train will continue westward to the Pacific coast, stopping at the principal cities of the route, at each of which practical demonstrations in good road building will be given.

Personal, Local and General Notes.

J. Q. Van Winkle, general superintendent of the Big Four, will leave this morning for Put-in Bay.

The Monon lines earned in the third week of July $90,354, an increase over the corresponding week last year of $6,591.

It is stated that W. T. Bacus will be the successor of J. B. Flanders as superintendent of the Cincinnati Northern.

Of the bond issue of the Southern Indiana road $1,000,000 have already been sold and $2,160,000 are now offered at 96 and accrued interest.

J. M. Humphrey, of Richmond, has taken control of the Union station dining rooms, and is rapidly straightening out the affairs of the establishment.

C. E. Earls has been appointed traveling freight agent for the Michigan Central in Canada, with office at Buffalo, vice S. G. Tate, assigned to other duties.

Harry Townsend, general passenger agent of the Missouri Pacific, is in the East, and Eastern papers contain interesting interviews with this veteran passenger man.

G. P. Mena and A. Miranda have been appointed joint commercial agents in charge of freight and passenger business for the Mexican Railway Company and the Interoceanic Railway of Mexico.

The officials of the West Virginia Central & Pittsburg road announced yesterday a voluntary increase of wages of its employes of 10 per cent. All employes in the transportation department are included.

E. A. Peck, trainmaster of the Baltimore & Ohio, has been promoted to trainmaster at Connellsville, on the same road, and the jurisdiction of J. P. Fitzgerald, trainmaster of the Lake Erie division, has been extended.

It is said that Harry W. Ashley will be appointed general manager of the Wabash, and that the jurisdiction of General Manager Blickensderfer, general manager of the Wheeling & Lake Erie, will be extended over the Ann Arbor road.

President Henry L. Lamb, of the Chattanooga Southern Railroad, denies emphatically the reports that the Louisville & Nashville had bought the Chattanooga Southern. He declares there has been no negotiations to that end.

Under a new regulation all passenger conductors who have been in the service of the Philadelphia & Reading road five years are to be given a vacation for ten days with full pay and transportation free to any point on the company's system.

On Aug. 12 grain rates from Kansas City to Chicago will be advanced to 12 cents on wheat and 11 cents on other grain; to Mississippi river points, 7 cents on wheat and 6 cents on other grain; to gulf ports, 14 cents on wheat and 15 cents on other grain.

The Erie has followed its expulsion of news and candy agents from the aisles of its trais by putting the bootblacks off of its ferry boats. The boys had become too impudent in pressing their occupation, says J. M. Cherry, superintendent of floating equipment.

The annual report of the Southern Railway will show gross earnings in the year ended June 30, of $37,678,328, an increase over the previous year of $1,980,566. The gross earnings nearly doubled in five years, and the mileage has increased from 3,979 to 5,598 in that period.

The Atlantic City excursion of the Pennsylvania lines yesterday was one of the best patronized the company has ever run, fully 1,500 persons availing themselves of the cheap trip. It required thirty-seven sleeping cars to carry those who went from points on the Western lines.

A. A. Zion, superintendent of the Union Railway Company, has appointed F. D. Norville chief of the information bureau to be opened to-day. He will have two assistants; one will be H. F. Smitha; the other has not yet been selected. Both are promoted from positions on the Belt road.

M. B. Snow, who to-day becomes division superintendent of the Michigan Central, is but twenty-eight years old, and a graduate of Michigan University. He has been railroading but four years, and his promotion makes him the youngest division superintendent of any importance in the United States.

Officials of the Elgin, Joliet & Eastern and the Lake Shore & Eastern have adjusted the grievances of the train crews who asked for an advance in pay. After several conferences it was agreed to maintain the old rate of compensation with a reduction from twelve hours to eleven for a day's work.

It is stated that no date has been fixed for the formal transfer of the Monon to the Louisville & Nashville and the Southern. Technically, change of control has already been effected, but legally the transfer will not occur, so it is authoritatively stated, until the latter part of August or the early part of September.

The Wabash announces another reduction in rates, and hereafter parties numbering from ten to nineteen will be entitled to a rate of 2 cents per mile west of the Mississippi river. Its justification is that the lower rate is made by Central Traffic Passenger lines, and no discrimination can be made on different parts of the Wabash system.

E. H. Reed, assistant chief clerk to S. W. Miller, master mechanic of the Panhandle shops, will to-day take the position of storekeeper with office at Terre Haute, for the Vandalia. Mr. Reed has been in the service of the Pennsylvania fifteen years, his first position being that of telegraph operator at Richmond, Ind. He was the originator of the big athletic meets that have been so successfully held by the different divisions of the Pennsylvania lines west in the last five or six years.

A large number of passengers are going to the Pacific coast from Aug. 1 to 10. The Pullman company has orders for fifty-five sleepers from this territory. The largest party in one train will be seven carloads from Muncie, Alexandria and Elwood, via the L. E. & W. and C. & A. route. There will be a party of 100 passengers from Indianapolis. From special announcements of rates for the K. of P. excursionists the Yosemite valley trip from San Francisco can be made in forty-eight hours by stage over oiled roads. For a five-day trip, including everything, stage, meals, etc., the rate is $50, the same as the Yellowstone Park trip.

CAR TAX WILL STAY.

(CONCLUDED FROM FIRST PAGE.)

municipality and we cannot see that we are justified under the present circumstances in abandoning this policy."

"That amazes me," said Mr. McGowan, "I have gone into this terminal business on the theory that the car tax was to be remitted and believed if we offered the solution of that problem that we have offered it would be done. You have asked me in addition as a part of this transaction to make extensions and build cross-town lines and nothing has been said to discourage the belief that the car tax would be remitted."

"So far as I am concerned," said Mr. McCulloch, "I am willing to stand on my present contract and accept the same terms for the Indianapolis Northern, but there are seven other gentlemen who entered this arrangement only with the understanding that this tax was to be remitted. I am satisfied with the tax and have not asked that it be remitted, so far as I am personally concerned. But I would like to know if you have reached that decision what we are to meet for again?"

"The situation is this," said Chairman Megrew, "the proposal from the interurban interests as a consideration for the removal of the car tax is not satisfactory to this board. We will meet together again to discuss what further may be done. The interurbans may have another proposal or we may have one. If neither has a new proposal, if no compromise can be reached, then the thing will be over."

"Am I to understand then that the city may make a counter proposal?"

CITY'S NEW PROPOSITION.

"You may assume," said the mayor, "that the city will have something to offer that it will regard as a proper tax on the interurban business in this city."

Mr. Megrew announced that the board would meet in executive session at 11 o'clock to-day and would expect the interurban representatives to be present. Mr. McCulloch and Mr. Smith agreed to notify the other representatives of the meeting.

The interurban men were seemingly not pleased by the abrupt turn of affairs. Mr. McCulloch said he felt sure they would make no new proposition. It is understood that the proposal of the city will be a compromise. It will be less than the tax fixed on the Union Traction Company but more than has before been considered. The Taggart administration fixed the rates for the periods at 3, 5 and 8 cents per car. The first offer of the present administration was 5, 8 and 10 cents, but the franchise was subsequently amended and the periods changed so that the rates for the periods are 5, 10, 15 and 25 cents per car. A compromise will likely fix 15 cents per car as the maximum for three periods of ten years each. While official circles would not say that these terms would be accepted, there is a feeling that the interurban lines will meet the board half way and agree to them.

The hostility of a number of councilmen to the elimination of the car tax is as pronounced as that of the mayor and the board, so that it is believed no agreement can ever be concluded by both branches of the city government without an adequate tax being provided. The mayor believes that the Union company, by reason of its great system, is better able to pay a higher tax than the shorter lines, and so far as the Union company is concerned its tax will remain as now fixed in its contract. Mr. McCulloch said he could not see why this theory was held by the mayor, as all the companies run a car each hour.

GEORGE J. MAROTT'S PROPOSAL.

He Makes Cash Offer for Terminal Franchise—Mayor's Statement.

George J. Marott is continuing his opposition to the present plans for settling the interurban question. Hardly had his proposal as to a donation of a lot, which he says is worth $6,000, to the technical school if the car tax was not eliminated got cold until he announced another. Since Mayor Bookwalter has announced that the car tax will not be eliminated some of the friends of the technical school feel that Mr. Marott will be bound to either donate the property or give its equivalent as a cash donation.

His new proposition involves amounts where six numerals must be used. It was sent to Mayor Bookwalter simultaneously with its publication to the community. The proposal which reached the mayor was as follows:

"I hereby offer through you as the city's agent to place $25,000 at the city's command and the further sum of one-half million dollars in obligation, payable $50,000 per annum when system is in operation, for and in consideration that the city grant to me a franchise to operate and maintain an electrical street and interurban railway through the streets of Indianapolis for thirty years. This offer is based upon a franchise covering obligations to build a terminal station and freight depots.

"Also, I will further agree a further concession in the franchise that freight rates shall not exceed 75 per cent. of the rates now exacted by the steam lines, of any interurban that the terminal company has any ownership in, to establish reduced passenger fares, selling eight tickets for 25 cents.

"This offer is conditioned that the franchise and rights are made as broad as now is understood under consideration to be granted without any benefits to the city of Indianapolis otherwise than the service therefrom."

Last evening Mr. Marott enlarged his offer. He said he would in addition to the $525,000 offered give $200,000 to ten charitable institutions of the city, to be paid at the rate of $1,000 a year to each for twenty years, if he received the franchise that Mr. McGowan is asking.

The announcement of the proposition soon became known and the city officials expressed the belief that it was another weapon of Mr. Marott's in his interurban warfare against the Union Traction Company interests and George F. McCulloch. They did not deem it a proposition that was either practical or binding.

MAYOR BOOKWALTER'S STATEMENT.

In discussing Mr. Marott's proposal Mayor Bookwalter said: "His proposal does not appeal to me with any more force than the one he made yesterday, offering to donate a lot that he asserts is valued at $6,000 to the technical school, when he knows that no reputable real estate man in the city would fix its value at over $1,800. I cannot say that I have unbounded confidence in the good faith of the proposal, but if I had it is open to so many objections that it seems absurd to consider it. Mr. Marott asks for an entirely new electric street-railway system. He is not interested in any interurban roads that I know of, and I do not know how he intends to bring them into his terminal arrangement when they have all signed contracts with the Indianapolis Street-railway Company. I do not believe the people want additional car lines in the streets anyway, nor am I impressed by Mr. Marott's proposal to sell tickets eight for a quarter as being any advantage, when he cannot transfer his passengers so that they may reach their destination.

"I believe the natural and convenient solution of the question is the loop system under consideration and the terminal project in connection with the Indianapolis company's lines. I do not see how otherwise it is going to be settled. It looks like Mr. Marott was following the footsteps of other schemes for an interurban terminal system which the city has not granted. Besides Mr. Marott has many personal reasons for wanting to embarrass the participants in the pending negotiations, and this is made evident by his offer to make freight rates into the city 75 per cent. of the steam rates with all companies he may own or control—and he owns or controls none. This was just to cut under the minimum agreed to by the board. With the interurban companies under contract with the Indianapolis company, as they now are, how would he control any of their terminal business? I see nothing in Mr. Marott's proposal, including the appearance of personal ill-will, that merits serious consideration."

UNION TRACTION STOCK.

Granger Farwell & Co. Unable to Secure Any at 76 Bid.

A. R. Thompson, local manager of Granger Farwell & Co., made a strong effort yesterday to purchase Union Traction Company common stock on the Philadelphia Stock Exchange, and, although he raised the bid quotations 30 points during the day, he was unsuccessful in securing any of the stock. The common stock is $4,000,000. Mr. Thompson said the stock was at 30 bid last week, with little on the market. On Tuesday of this week a few shares were offered in Philadelphia at 46. Wednesday Mr. Thompson bid 46 for stock, but it was withdrawn. Yesterday he raised his bid to 50, but that failed to bring out any sellers. He then jumped it to 55 and later to 60. Winthrop Smith, a Philadelphia broker, raised the bid to 65 and Mr. Thompson jumped the bid to 76 but failed to secure any stock. He said the holders of the stock tried to keep the price down last week, hoping to secure a few outstanding shares, but when the price jumped up no one who owned any of the stock would sell.

Mr. Thompson believes the recent agitation concerning the Interurban Terminal Company's application for a franchise in this city and the probability that a franchise will be granted is responsible for the holders of stock refusing to sell at the great advance.

A Short Delay Announced.

Charles Finley Smith's Martinsville line will not begin operation to Mooresville to-day, as was expected. Mr. Smith says it will be Monday or Tuesday before everything will be in shape for regular service to that point.

The English-avenue extension of the Indianapolis Street-railway Company will be put in operation to-day. The extension is from State street to Keystone avenue, and has been delayed considerably by reason of a railroad crossing.

Indiana Department, G. A. R.

Adjutant General Smock, of the Department of Indiana, G. A. R., sent his report to the national headquarters yesterday for the six months ending June 30. The report shows that the membership six months ago was 15,414, while the gain during the six months was 846, the loss 894 and 215 deaths. The net loss was only forty-eight. The membership on July 1 was 15,366. Contributions for relief work from all the posts during the six months amounted to $899.15. There is a cash balance of $40,588.34. The expenses for the six months aggregated $16,389.64. With cash on hand, cash in collaterals, real estate and value of furniture, etc., of the various posts the report shows an aggregate balance of $77,294.74.

AMUSEMENTS.

FAIR BANK — Every Evening and Saturday Afternoon
WEEK JULY 28—TWO STAR ATTRACTIONS
Reginald Roberts and Miss Mona Demerest
OSTENDORF'S CONCERT BAND—35 Musicians
6 Soloists. Church Chimes. Popular Programmes. Change Nightly.
ADMISSION ONLY 25 CENTS. SEATS FREE

SPRING LAKE PARK GREENFIELD LINE Big Double Bill for Week commencing Sunday, July 27
GRAND MINSTREL FIRST PART
In addition to the Vaudeville Performance, including the Randalls, Clover-leaf Quartet, Miss Edythe Kinney, Jerome and Meredith, Ernie Weil and Henry Kent. Reduced Rates on all round-trip tickets from Indianapolis, commencing Monday, July 28. Boating. Bathing. Fishing. Afternoon Performance, 3:15. Night Performance, 8:15.
THE POPULAR RESORT.

ON THE HOME MARKETS

TRADE SHOULD PICK UP WITH OPENING OF AUGUST.

Natural July Dullness Did Not Affect Produce—Big Slump in Local Grain Prices.

Being the last day of the month, trade yesterday at the wholesale houses was quiet. The business of July has been satisfactory in its volume, as no great things were expected. With the coming of August trade should soon improve. Prices were steady through July. Dry goods, staple groceries, iron and hardware, drugs, oils and paints, linseed oil excepted, ruled steady. On Commission row prices have fluctuated from day to day with receipts, but at no time have prices been high. Melons ruled low. Cerealine products have been high, but with the coming of August lower prices are assured. So abundant are the grain crops that there will be no excuse for higher prices than have usually prevailed. There is one market that has ruled strong the entire month, and that is produce. Never has there been a July in the history of Indianapolis when poultry, eggs and butter have sold at such high figures, and the poultry and egg market is still in strong position, but butter is on the decline.

Indianapolis Grain Market.

Prices were weaker all along the line and inspections yesterday were only fifty-two cars, as follows: Wheat—No. 2 red, 5 cars; No. 3 red, 1; rejected, 12; unmerchantable, 2; no established grade, 2; total, 22 cars. Corn—No. 2 white, 1 car; No. 3 white, 8; No. 4 white mixed, 1; No. 2 mixed, 1; No. 3 mixed, 3; No. 4 mixed, 3; total, 17 cars. Oats—No. 2 mixed, 7 cars; rejected, 1; total, 8 cars. Hay—No. 1 timothy, 1 car; No. 2 clover, 1; no established grade, 1; total, 3 cars. Rye—No. 2 rye, 1 car. Total, 49 cars.

Track bids, as reported by the secretary of the Board of Trade, ruled as follows:

Wheat weak; No. 2 red, 68c track; No. 2 red, 68c on milling freight; No. 3 red, 64@66c track; wagon, 68c.

Corn weak; No. 1 white, 63¾c; No. 2 white, 63¾c; No. 3 white, 63¾c; No. 4 white, 59¼@61¼c; No. 2 white mixed, 62¼c; No. 3 white mixed, 62¼c; No. 4 white mixed, 58¼@60¼c; No. 2 yellow, 62½c; No. 3 yellow, 62½c; No. 4 yellow, 58½@60½c; No. 2 mixed, 62¼c; No. 3 mixed, 62¼c; No. 4 mixed, 58¼@60¼c; ear, 63c.

Oats weak; No. 2 white, 32½@33c; No. 3 white, 32@32½c; No. 2 mixed, 31@31½c; No. 3 mixed, 30½@31c.

Hay firm; new hay strong; No. 1 timothy, $12@12.50; No. 2 timothy, $10.50@11.

THE WAGON MARKET.

Offerings on the wagon market were over one hundred loads, offerings of both hay and corn being large. All prices broke. Good corn sold as low as 65c and choice hay at $14, against 75c for corn and $16 for choice hay on Tuesday. Prices, as reported by the wagon weighmaster, ruled as follows:

Oats—45@51c per bu; new, 33@35c per bu.
Hay—Timothy, choice, $13@14; new, $10@11; mixed, $9@10; clover, $9@10, according to quality.
Sheaf Oats—$12@13 per ton.
Straw—$5@6, according to quality.

Poultry and Other Produce.

(Prices paid by shippers.)

Turkeys, 10 to 12 lbs, 10c per lb; hens, 10c; cocks, 5c; young chickens, 12c; ducks, 6c; geese, $4.80 per doz.

Cheese—New York full creams, 12@13c; domestic, 13c; Swiss, 17c; brick, 14c; limburger, 13c.

Butter—Choice roll, 14@15c per lb; country butter, 12c.

Eggs—14½c per doz.

Beeswax—30c for yellow, 25c for dark.

Feathers—Prime geese, 30c per lb; prime duck, 20c per lb.

Wool—Merchantable, medium, 16c; burry and unmerchantable, 3@5c less; coarse grades, 15c; fine merino, 13@15c; tub washed, 25@28c.

HIDES, TALLOW, ETC.

Green-salted Hides—No. 1, 8c; No. 2, 7c; No. 1 calf, 10c; No. 2 calf, 8½c.

THE JOBBING TRADE.

(The quotations given below are the selling prices of the wholesale dealers.)

Candies and Nuts.

Candies—Stick, 7c per lb; common mixed, 7c; grocers, mixed, 6½c; Banner twist stick, 8c; Banner cream mixed, 10@11c; old-time mixed, 8c.

Nuts—Soft-shelled almonds, 18@20c; English walnuts, 12@14c; Brazil nuts, 10c; filberts, 14½c; peanuts, roasted, 7@8c; mixed nuts, 12c.

Canned Goods.

Corn—85c@1.25. Peaches—Eastern standard, 3-lb, $1.75@2; 2-lb seconds, $1.40@1.60; California standard, $2.10@2.40; California seconds, $1.90@2. Miscellaneous—Blackberries, 2-lb, 85@90c; raspberries, 2-lb, $1.25@1.30; pineapple, standard, 2-lb, $1.55@1.80; choice, $2@2.10; cove oysters, 1-lb, full weight, 95c@$1; light, 60@65c; string beans, 3-lb, $1; Lima beans, $1.20@1.25; lobsters, $1.85@2; red cherries, 95c@$1; strawberries, 85@90c; salmon, 1-lb, 95c@$2; tomatoes, 3-lb, $1.50.

Coal and Coke.

Coal—Anthracite (all sizes), $7.50 per ton; Blossburg, $5; smokeless, $5; Jackson, $4.50; Kanawha, $4.25; Pittsburg, $4.25; Raymond, $4.25; Winifrede, $4.25; Luhrig, $3.75; Hocking Valley, $4; Brazil block, $3.50; Green county, $3.25; Indiana lump, $3.25; nut and slack (smokeless), $4; slack, Jackson, $2.75; slack, Pittsburg, $2.75; slack, West Virginia, $2.75; slack, Indiana, $2.25; Connellsville coke, $6.50; lump coke, 11c per bu, $2.75 per 25 bu; crushed coke, 13c bu, $3.25 per 25 bu. Bags, 25c per ton extra, ground floor or dumped in cellar; bags, 50c per ton extra, second floor or carried in cellar. From wagon, 25c per ton extra by wheelbarrow, chute or basket.

Drugs.

Alcohol, $2.55@2.75; asafoetida, 40c; alum, 2½@4c; camphor, 68@70c; cochineal, 30@55c; chloroform, 58@65c; copperas, brl, 75c; cream tartar, pure, 30@33c; indigo, 65@80c; licorice, Calab., genuine, 35@40c; magnesia, carb., 2-oz, 20@22c; morphine, P. & W., per oz, $2.45@2.60; oil, bergamot, per lb, $2.75; opium, $3.30@3.50; quinine, P. & W., per oz, 30@35c; balsam copaiba, 55@60c; soap, castile, Fr., 13@16c; soda, bicarb., 2½@3c; salts, Epsom, 1½@4c; sulphur flour, 2½@5c; saltpeter, 8@10c; turpentine, 50@55c; glycerin, 16½@20c; iodide potassium, $2.45@2.50; bromide potassium, 50@60c; chlorate potash, 15@20c; borax, 9@12c; cinchonida, 35@40c; carbolic acid, 22@40c; cocaine, mur., $4.05@4.25.

Dry Goods.

Bleached Sheetings—Androscoggin L, 7c; Berkley, No. 60, 8¾c; Cabot, 6¾c; Capitol, 7c; Cumberland, 7c; Dwight Anchor, 8c; Fruit of the Loom, 7½c; Farwell, 7c; Fitchville, 6¾c; Full Width, 5½c; Gilt Edge, 5½c; Gilded Age, 5c; Hill, 7c; Hope, 7c; Linwood, 7c; Lonsdale, 7½c; Peabody, 5½c; Pepperell, 9-4, 19c; Pepperell, 10-4, 21c; Androscoggin, 9-4, 19c; Androscoggin, 10-4, 21c.

Brown Sheetings—Atlantic A, 6¼c; Argyle, 5¾c; Boott C, 4½c; Bucks, Head, 6c; Carlisle, 40-inch, 6c; Dwight Star, 7c; Great Falls E, 5¾c; Great Falls J, 5c; Hill Fine, 7c; Indian Head, 6¼c; Pepperell R, 5¾c; Pepperell, 10-4, 19c; Androscoggin, 9-4, 18c; Androscoggin, 10-4, 19c.

Prints—Allen dress styles, 5c; Allen TR, 4¾c; Allen robes, 5½c; American indigo, 4½c; Arnold long cloth B, 7½c; Arnold LLC, 6½c; Cocheco fancy, 5c; Hamilton fancy, 5c; Merrimac pinks and purples, 5½c; Pacific fancy, 5c; Simpson's mournings, 4½c; Simpson's Berlin solids, 5½c; Simpson's oil finish, 6c; American shirting, 4c; black white, 4½c; greys, 4½c.

Kid-finished Cambrics—Edwards, 4c; Warren, 3½c; Slater, 4c; Genesee, 4c.

Tickings—Amoskeag ACA, 10½c; Conestoga BF, 12½c; Cord's 140, 11½c; Cordis T, 11½c; Cordis, ACE, 11½c; Hamilton awnings, 9c; Kimono fancy, 17c; Lenox fancy, 18c; Methuen AA, 10½c; Oakland AF, 6c; Portsmouth, 11½c; Susquehanna, 12½c; Shetucket SW, 6c; Shetucket F, 6½c; Swift River, 5½c.

Ginghams—Amoskeag staple, 5½c; Amoskeag dress, 7c; Bates, 5½c; Lancaster, 5½c; Lancaster dress, 7c; Toil du Nord, 8c.

Grain Bags—Amoskeag, $14.50; American, $14.50; Harmony, $13.50; Stark, $16.50.

Flour.

Spring patent, $4.25 per brl; winter wheat patent, $3.90; straight grade, $3.60; fancy grade, $3.50; low grade, $2.90; graham flour, $3.75.

Groceries.

Coffee—Good, 10@12c; prime, 12@14c; strictly prime, 14@16c; fancy green and yellow, 18@22c; Java, 28@32c. Roasted—Old Government Java, 32½@33c; finest Mocha and Java, 28@30c; Java blend, 22c; fancy blend, 18c; Golden blend, 15c. Package coffee—City prices: Ariosa, 9.75c; Lion, 9.25c; Jersey, 9.75c; Caracas, 9.25c; Dutch Java blend, 12.50c; Dilworth's, 9.75c; Mail Pouch, 9.25c; Gates's blended Java, 9.25c; Jav-O-Can (100 friction top tins in basket), 11c; Climax Java blend, 9.75c.

Sugars—City prices: Crystal dominos, 5-lb cartons, 7.17c; Eagle tablets, 5.57c; cut loaf, 5.57c; powdered, 5.17c; XXXX powdered, 5.22c; standard granulated, 4.97c; fine granulated, 4.97c; extra fine granulated, 5.07c; granulated, 5-lb bags, 5.12c; granulated, 2-lb bags, 5.17c; cubes, 5.32c; mold A, 5.42c; confectioners' A, 4.77c; 1 Columbia A, 4.62c; 2 Windsor A, 4.57c; 3 Empire A, 4.47c; 6 Ideal Golden ex. C, 4.42c; 7 Windsor ex. C, 4.32c; 8 Ridgewood ex. C, 4.22c; 9 yellow ex. C, 4.17c; 10 yellow C, 4.12c; 11 yellow, 4.07c; 12 yellow, 4.02c; 13 yellow, 4.02c; 14 yellow, 4.02c; 15 yellow, 3.97c; 16 yellow, 3.92c.

Salt—In car lots, 80@85c; small lots, 90@95c.

Spices—Pepper, 17c; allspice, 15@18c; cloves, 15@18c; cassia, 15@18c; nutmegs, 50@60c per lb.

Beans—Prime marrow, bu, $1.60@2.85; prime pea or navy, $2.10@2.20; prime red kidney, bu, $2.50@2.75; Lima beans, lb, 6½@7c.

Molasses and Syrups—New Orleans molasses, fair to prime, 28@33c; choice, 38@42c; syrups, 28@30c.

Rice—Louisiana, 4½@6c; Carolina, 6½@8½c.

Shot—$1.65@1.75 per bag for drop.

Lead—6½@7c for pressed bars.

Wood Dishes—No. 1, per 1,000, $1.80@2; No. 2, $2@2.20; No. 3, $2.20@2.30; No. 5, $2.80@3.

Twine—Hemp, 12@18c per lb; wool, 8@10c; flax, 20@30c; paper, 25c; jute, 12@15c; cotton, 18@25c.

Woodenware—No. 1 tubs, $6@7; No. 2 tubs, $5@6; No. 3 tubs, $4@5; 3-hoop pails, $1.60; 2-hoop pails, $1.40@1.50; double washboards, $2.25@2.70; common washboards, $1.85@1.90; clothespins, 60@65c per box.

Iron and Steel.

Bar iron, 2.50c; horseshoe bar, 2.75c; nail rod, 7c; plow slabs, 4.50c; American cast steel, 9@11c; tire steel, 3@3½c; spring steel, 4½@5c.

Leather.

Oak sole, 33@37c; hemlock sole, 27@35c; harness, 35@40c; skirting, 28@40c; single strap, 41@45c; city kip, 60@85c; French kip, 90c@$1.20; city calfskin, 90c@$1.10; French calfskin, $1.20@1.85.

Nails and Horseshoes.

Steel cut nails, $2.50; wire nails, from store, $2.50 rates; from mill, $2.50 rates. Horseshoes, per keg, $4; mule shoes, per keg, $4.50; horse nails, $4@6 per box. Barb wire, galvanized, $3.25; painted, $3.10.

Oils.

Linseed, raw, 65c per gal; linseed oil, boiled, 66c per gal; coal oil, legal test, 8@14c.

Produce, Fruits and Vegetables.

Apples—Benoni, per brl, $3.25; Maiden Blush, per brl, $3.50; cooking apples, per brl, $2.50; choice, $2 per brl.
Bananas—Per bunch, No. 1, $1.75@2; No. 2, $1.25@1.50.
Cabbage—New, per brl, 45c.
California Fruits—Apricots, $1 per crate; Clyman plums, $1.20; Tragedy plums, $1.15. Hales peaches, 75c.
Canteloupes—Indiana Gems, 50c per basket.
Celery—Michigan, 15@20c per bunch.
Cocoanuts—45c per doz.
Cucumbers—35c per doz.
Egg Plant—$1 per doz.
Green Beans—75c per bu.
Green Corn—10c doz.
Honey—White, 16c per lb; dark, 14c.
Lemons—Messina, 360 to box, fancy, $4.50; California, per box, $3.50.
Maple Sugar—15c per lb.
Oranges—Late Valencias, per box, $4.50@5.
Onions—75c per bu.
New Potatoes—Home grown, $1.25 per brl; early Ohios, 50c per bu.
Peaches—Georgia, 6-basket crate, $2; Elbertas, $1.25 per 4-basket crate.
Plums—Red, $1.25 per crate; Damson, $1.75 per crate.
Tomatoes—Home grown, per bu, 60@75c.
Watermelons—Small, $14 per hundred; large, $18@22 per hundred.

Provisions.

Sugar-cured Hams—Indiana, 7 to 9 lbs average, 14½c; 10 to 12 lbs average, 14¾c; 14 to 16 lbs average, 14¾c. Reliable, 7 to 9 lbs average, 15c; 10 to 12 lbs average, 15¼c.

Shoulders—English cured, Reliable, 18 to 20 lbs average, 11¾c; 16 lbs average, 11¾c; 10 to 12 lbs average, 12c; sugar cured, Indiana, 8 to 10 lbs average, 11½c.

Pickled Pork—Fancy boneless pig pork, per brl 200 lbs, $24; fancy clear bean pork, per brl 200 lbs, $23.50; short clear, per brl 200 lbs, $20.50; rump, pr brl 200 lbs, $20; Indiana bean or jowl, per brl 200 lbs, $19.50. Also half brls, 100 lbs, at half the price of the brls, adding 50c to cover additional cost of package.

Lard—Kettle rendered, 12¾c; pure lard, 12¾c.

Bacon—Clear sides, 50 to 60 lbs average, 13½c; 20 to 40 lbs average, 13¾c; 20 to 30 lbs average, 13¾c; clear bellies, 25 to 30 lbs average, 13½c; 18 to 22 lbs average, 13¾c; 14 to 16 lbs average, 14c; clear backs, 20 to 30 lbs average, 13¾c; 12 to 15 lbs average, 13¾c; 9 to 10 lbs average, 13¾c. In dry salt ½c less.

Seeds.

Seed clover, prime, $5.25@5.50; English clover, $5.25@5.50; alsike, $6.50@7; alfalfa, choice, $6@6.25; crimson clover, $4.50@5. Timothy, prime, $3.25@3.50. Fancy Kentucky bluegrass, $1.25@1.40; extra clean, 60@70c. Orchard grass, $1.40@1.75. red top, 90c@1.75. English bluegrass, $2.25@3.

SALES OF REAL ESTATE.

Twenty-Five Transfers Made Matter of Record Yesterday.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ended at 5 p. m. July 31, 1902, as furnished by the Indiana Title Guaranty and Loan Company, No. 129 East Market street. Both telephones 3005:

William H. Olvey to John C. Stewart, et al., Lot 2, Jackson Dawson's add to Broad Ripple. (Cherry st, near Canal)	$700.00
Jeremiah J. Poe to William A. Early et ux., Lots 39, 40 and 41, J. D. Campbell's 1st add to town of Maywood. (Near School st)	700.00
William L. Westermann to Milton S. Myers, Lots 1, 2, 3, 4, 5, Blk 12, William Braden's Riverside add. (Corner Dell and Carlton sts)	500.00
William A. Miller to E. C. Atkins Company, Lot 1, Terry & Robinson's sub of Outlot 13. (Corner of Capitol av and Garden st)	4,800.00
Ida M. Collins to Joseph A. Shirley, 43 ft. east end Lots 108 and 109, Douglass Park. (Corner of Alabama and Twenty-fifth sts)	800.00
Willis B. Hardacre to Evaline Hardacre, Lot 19, Bell's sub of s ½ Blk 26, Johnson's heirs' add. (Cornell av, near Nineteenth st)	25.00
William English Walling to George C. Haerle, Lot 130, Allen & Root's North add. (Alabama st, near Seventeenth st)	2,000.00
Albert W. Denny, trustee, to Ida B. McCain, Lot 44, Hosbrook & Co.'s Brinkman Hill add. (Oxford st, near Twenty-seventh st)	50.00
Edward H. Derry to Alexander Thomson et ux., Lot 46, Carpenter's Home Place add to Mount Jackson. (Jackson st, near Addison st)	1,100.00
Edward H. Derry to Alexander Thomson et ux., Lot 54, Carpenter's Home Place add to Mount Jackson. (Same as above)	1,050.00
Alexander Thomson to Katie Derry, Lot 85, Carpenter's Home Place add. (Addison st, near Jackson st)	450.00
William C. Allen to John Carlon, Lots 25 and 26, Hubbard et al.'s sub of Outlots 1 and 2, Sq 13, Southeast add. (Corner of Arthur st and Cottage av)	350.00
Charles F. Robbins to Henry E. Brisline, Lots 25 and 26, Robbins's North Indianapolis add. (Corner of Twenty-eighth st, near Schurmann av)	450.00
Henry A. Kirkwood to Honora O'Connor, Lot 11, Bates's sub of Outlot 96, city of Indianapolis. (Georgia st, near Pine st)	1,450.00
Joseph A. Shirley to Moses Cain et ux., Lot 58, Christian's 2d East Indianapolis add. (Moore av, near Christian st)	2,400.00
Drusilla F. Long to Thomas J. Ford, Lot 47, Hyde Park add. (Graceland av, near Thirtieth st)	3,000.00
William H. Degner to Adam Helm, Lot 76, Ruddell's Glenwood add. (Jefferson av, near Michigan st)	1,450.00
Albert McKechnie to Charles T. Noble et al., Lot 28, Sq 13, Lincoln Park add. (Meridian st, near Twenty-fourth st)	7,500.00
Joseph Bristow to James A. Bristow, Lot 74, James Johnson's East Ohio-st add. (Keystone av, near Washington st)	1,000.00
Richard F. Bigger to William H. Ballard, pt Lot 9, Sq 22, city of Indianapolis. (Alabama st, near New York st)	1.00
Walter J. Hubbard to Margaret Moore, Lots 47 and 48, Parker et al.'s sub of Parker et al.'s 2d Oak Hill add. (Oxford st, near Glen drive)	250.00
Annie M. Hansen to Johannes Hansen, Lot 1, in Twiname's resub of Twiname's 2d add. (Corner of Ringgold av and Palmer st)	900.00
Theodore Wooden to Ella G. Peters, Lot 34 and pt Lot 35, Blk 28, Roache & Johnson's North Indianapolis add	600.00
John H. Camp to Laura M. Redmond, Lot 98, John W. Chambers's sub of Outlots 7 to 11, Irvington	1.00
Laura M. Redmond to Kathryn Camp, same as above	1.00
Transfers, 25; total consideration	$31,528.00

Building Permits.

Thomas Gardener, repairs, 620 Blake street, $400.
Rosa E. Modrell, double cement cottage, Arbor avenue, between McCarty and Ray, $900.
Wilhelmina Reuter, frame, 2115 East Washington, $250.
J. A. Shirley, frame, Twenty-third and Alabama streets, $1,500.
Thomas M. Baker, repairs, 419 North Delaware, $400.
H. T. Bass, frame, Twenty-eighth and Ashland, $1,500.