## VITAL STATISTICS—MAY 20.

### Births.

E. M. and K. Taylor, 1528 Garfield, girl.
H. B. D. and M. Beerman, 303 East Minnesota, boy.
A. and M. Coffin, 37 Jefferson, boy.
Thomas and Luella Hulbert, 1923 Udell, boy.
W. R. and M. Ryan, 1415 North Illinois, boy.
J. and M. Smith, 756 Haugh, boy.
J. and L. Esker, Twentieth and Highland, boy.
C. and —— Whittaker, 118 East Louisiana, boy.
W. H. and L. Badger, 424 East Washington, boy.
A. R. and A. Harper, 2409 Sheldon, girl.
O. F. and M. Cox, 2115 West Jackson, girl.
C. F. and E. Hibner, 172 Quincy, boy.
E. and G. Hart, 1418 West Ohio, boy.
A. and E. Brenton, 1859 Union, girl.
W. H. and I. Zaiser, 235 East Morris, boy.

### Marriage Licenses.

Cecil D. Robison and Goldie Ballinger.
Charles E. Ridlen and Medora Patten.
William Charles Rogge and Laura Grace McCreery.
Charlie R. Hollingsworth and Myrta L. Bridgford.
William Liehr and Florence De Sanno.
Andrew Thaggard and Bessie McGee.
William H. A. Reed and Elsie Connor.
William Wagner and Sophia L. Schaefer.
Homer Hollingsworth and Anna Kamsley.
Ernest C. Stowers and Annie E. Brown.
Walter D. Hoskins and Lillian R. Grulet.
James Lacey and Mary Gibson.
Gersham Porter and Laura Stienecker.
William C. F. Stickan and Elizabeth Spann.
William Aebker and Wilhelmina Schlake.
Aubrey D. Porter and Luella De Armond.

### Death.

John C. Vonderheide, one year, 935 West Twenty-ninth, tubercular meningitis.


### MONUMENTS.

MONUMENTS—M. H. Parrell, 241 West Washington st. New 'Phone 2418.

MONUMENTS—A. DIENER, 449 E. Washington. Tel. 2535. Branch works E. entrance Crown Hill.

### FUNERAL DIRECTORS.

TUTEWILER & SON, Undertakers, 129 W. Market st. Tel. 216.

New 1154. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant.

JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 963. Old Main 1430.

FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

FLANNER & BUCHANAN — (Licensed embalmers.) Can ship diphtheria and scarlet fever. Lady embalmer for ladies and children. 239 North Illinois street. Telephone 641, new or old.

### BURIAL VAULTS.

BURIAL VAULTS—American Burial Vault Co. manufactures a burial vault ghoul-proof and water-tight, indestructible; reasonable in price; sold only to undertakers. New 'Phone 2285 and Black 7212. W. W. DUNNINGTON, 185 E. Market st.


### LOST.

LOST—In new Claypool Bldg., Tuesday afternoon, lady's wrist bag containing keys, car tickets and change. Return to Journal office.


### EXPERT ACCOUNTANTS.

EXPERT ACCOUNTANTS — INTERSTATE AUDITING CO. Books audited, systems devised, etc. 10 N. Penn. st. New 'Phones 1866 and 6323.

### 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.

### PATENT ATTORNEY.

PATENT ATTORNEY—T. R. BELL, mechanical engineer, patent attorney, in above capacity I do not claim exceptional facilities, except those guaranteed by thorough knowledge of patent practice, technical training, honesty and care, beyond which no special advantages exist. 55 Ingalls Bldg.


### LEGAL ADVERTISEMENTS.

#### NOTICE.

The annual meeting of the corporators of the Crown Hill Cemetery will be held in the office of the secretary at Crown Hill on Tuesday, June 2, 1903, at 10 a. m.

ROBERT W. CATHCART, Secretary.

#### NOTICE OF LETTING CONTRACT FOR FREE GRAVEL ROADS IN FUGIT TOWNSHIP, DECATUR COUNTY, INDIANA.

Notice is hereby given that the Board of Commissioners of Decatur county, Indiana, will on

MONDAY, JUNE 15, 1903,

at the commissioners' room, in the courthouse in the city of Greensburg, receive and open bids for the construction of free gravel or macadamized roads in Fugit township, said county. The roads to be constructed are in length ten miles, 1,255 feet. Full plans and specifications for the building of said roads are now on file in the auditor's office of said county, to which bidders are referred. Each bid shall be accompanied by a good and sufficient bond in twice the value of the bid payable to the State of Indiana for the benefit of the county herein named and to the approval of the commissioners of said county. Bids will be received up to 1 o'clock p. m. on said day. The board reserves the right to reject any or all bids. By order of the Board of Commissioners of Decatur county, Indiana.

COLEMAN T. PLEAK, Auditor.

State of Indiana, Marion county, ss.
In the Superior Court of Marion county, in the State of Indiana.
Thomas Murphy vs. Jennie F. Murphy et al.
No. 64660.
Complaint, partition of real estate.

Be it known that on the 11th day of March, 1903, the above-named plaintiff, by his attorneys, filed in the office of the clerk of the Superior Court of Marion county, in the State of Indiana, his complaint against the above-named defendants, and the said plaintiff having also filed in said clerk's office the affidavit of a competent person, showing that said defendant, Jennie F. Murphy, is a nonresident of the State of Indiana and that said cause is for partition of real estate and that last above-named defendant is a necessary party thereto, and whereas said plaintiff having filed indorsement on said complaint required of said defendants to appear in said court and answer or demur thereto on the 11th day of May, 1903.

Now, therefore, by order of said court, said defendant last above named is hereby notified of the filing and pendency of said complaint against her and that unless she appear and answer or demur thereto at the calling of said cause on the 11th day of May, 1903, the same being the seventh judicial day of a term of said court to be begun and held at the courthouse in the city of Indianapolis on the first Monday in May, 1903, said complaint and the matters and things therein contained and alleged will be heard and determined in her absence.

WILLIAM E. DAVIS, Clerk.
Francis M. Springer, Attorney for Plaintiff.

#### GENERAL ORDINANCE NO. 25, 1903.

An ordinance requiring the Lake Erie & Western Railroad and the Chicago, Indianapolis & Louisville Railway Company to erect, operate and maintain safety gates and a watchman's tower at the point in the city of Indianapolis, Ind., where the tracks of said railroad companies cross Thirteenth street; defining the duties of said railroad companies in relation to such safety gates and watchman's tower; providing penalties for the violation thereof; providing for the publication thereof, and fixing a time when the same shall take effect.

Section 1. Be it ordained by the Common Council of the city of Indianapolis, Ind., That it is hereby declared the duty of the Lake Erie & Western Railroad and the Chicago, Indianapolis & Louisville Railway Company to, and said railroad companies are hereby required to, erect, maintain and operate safety gates on both the east and west side of the tracks of said companies where said tracks cross Thirteenth street in said city, within thirty (30) days from the taking effect of this ordinance. And it is hereby further ordained that said railroad companies are hereby required to erect, maintain and operate a watchman's tower in conjunction with such safety gates, in which a watchman shall be stationed continuously from the hour of six (6) o'clock a. m. to twelve (12) o'clock midnight. And such safety gates and tower shall be so constructed that said gates shall be operated from said tower and so that such watchman may have free and unobstructed view of trains and locomotives approaching said crossing for a distance one square in each direction, north and south.

Section 2. Any officer of said railroad companies in charge of the divisions of said railroads crossing said street at the point designated in Section 1 of this ordinance who shall violate any of the provisions of this ordinance, or who shall fail to comply with any of the provisions hereof, shall, upon conviction thereof, be fined in any sum not less than one hundred dollars ($100) nor more than five hundred dollars ($500), and each day that such violation shall continue shall be considered a separate violation hereof.

Section 3. This ordinance shall be in full force and effect from and after its passage and publication once each week for two (2) consecutive weeks in the Indianapolis Journal, a daily newspaper of general circulation, printed and published in the city of Indianapolis, Ind.

Passed in Council May 18, 1903.

J. H. BILLINGSLEY, President.
Attest: CHARLES N. ELLIOTT, City Clerk.
Presented by me to the mayor of the city of Indianapolis, Ind., May 19, 1903.

CHARLES N. ELLIOTT, City Clerk.
Approved and signed by me May 20, 1903.

CHARLES A. BOOKWALTER, Mayor.


# MANTELS

TILES, GRATES, HARDWARE, PAINTS, GLASS, ETC.
THE BUILDERS' SUPPLY COMPANY.....242 East Washington Street.


### JOURNAL BUSINESS DIRECTORY.

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

SALE AND LIVERY STABLES—
HORACE WOOD. (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1007.

THE PEERLESS FOUNDRY, 710-18 E. Maryland, manufactures stove repairs and do repairing.

### SOCIETY MEETING.

MASONIC—Pentalpha Lodge, No. 564, F. and A. Masons. Called meeting in Masonic Temple this (Thursday) evening, May 21, at 7:30 o'clock, for work in the second degree. Visiting brothers cordially welcome.

ELMER F. GAY, W. M.
F. T. M'QUIDDY, Secretary.

### FOR SALE—REAL ESTATE.

REAL ESTATE—Cheap homes in southeastern Arkansas; improved and unimproved farms; timber lands, prairie lands, stock and hay ranches for sale at prices ranging from $5 to $15 per acre. For further information address GEO. L. RELTZ, Deane, Drew county, Arkansas.

REAL ESTATE—

INDIANA TRUST CO.
SELLS REAL ESTATE.
COLLECTS RENTS.
WRITES FIRE INSURANCE.

### FOR SALE—MISCELLANEOUS.

FOR SALE—1,000 pair shoes, Oxfords and slippers, at 116 West Georgia st.; prices 19c, 39c, 59c and 98c.

FOR SALE—The latest map of Indiana and the 1900 census; prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x46 inches, on strong map paper; tin rods at top and bottom; embracing a handsome five-color map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, railroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of the world and the United States; 50 cents, postpaid. Inquire of any agent of the Journal or address MAP DEPARTMENT, The Journal, Indianapolis, Ind.

### FOR RENT—ROOMS.

FOR RENT—Furnished room in Woodruff. Address, for one week, Box 706, care Indianapolis Journal.

### WANTED—MALE HELP.

WANTED—An experienced furniture trimmer. 905 North Alabama st.

WANTED—Fifteen painters wanted; 30c per hour. H. B. WALTER, Danville, Ill.

WANTED—Bookkeeper, man between 18 and 30 years of age. Address, in own handwriting, experience and salary expected. Box 707, care Journal.

WANTED—Immediately, good blank-book finisher; steady employment to good reliable man. Apply PANTAGRAPH P. AND S. CO., Bloomington, Ill.

WANTED—Photo-engravers and artists; write, stating salary wanted and experience; send samples. ECLIPSE ELECTROTYPE AND ENGRAVING COMPANY, Cleveland, O.

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—Young man for stenographer; one having some knowledge of accounting; good prospect for working into higher position with large manufacturing concern this city; explain in own handwriting experience had, if any; also give references. Address Box 708, care the Journal.

WANTED—Recruits for the United States Marine Corps, abled-bodied men of good character between the ages of 21 and 35 years, not less than 5 feet 4 inches and not over 6 feet 1 inch in height, of good character and not addicted to the use of liquor; must be citizens of the United States or persons who have legally declared their intention to become citizens, able to read and write English properly, as well as speak it. No minors or married men will be accepted. This important branch of the Naval Service offers SPECIAL INDUCEMENTS TO RECRUITS, as THERE IS A PROVISION for the PROMOTION of WORTHY NONCOMMISSIONED OFFICERS to SECOND LIEUTENANTS. Marines are enlisted for a period of four years, and are generally stationed in large cities, and are now serving in Cuba, Porto Rico, Manila and Guam, and when sent to sea have a fine opportunity to see all parts of the world. Pay from $13 to $44 per month. Clothing, board and medical attendance are provided in addition to pay. Apply at U. S. MARINE CORPS RECRUITING OFFICE, Room 201 Sentinel Bldg., 33 So. Illinois st.

### WANTED—FEMALE HELP.

WANTED—White nurse girl. 1604 North Delaware st.

### WANTED—SALESMEN.

WANTED—Salesmen for full line of fruit and ornamental trees; pay weekly; outfit free; steady work. LAWRENCE NURSERY COMPANY, Lawrence, Kan.

### WANTED—MISCELLANEOUS.

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.

### FINANCIAL.

FINANCIAL—Insure with FRANK SAWYER.

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

FINANCIAL—5 per cent. money 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.

FINANCIAL—Money to loan on farm mortgages anywhere in Indiana at 5 per cent. interest; NO COMMISSION; annual or semi-annual interest; full partial payment privileges granted; large loans a specialty; correspondence invited. CLEMENTS & EVANS, Crawfordsville, Ind.

### NOTICE.

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

NOTICE—Up-to-date FURNACES guaranteed to heat. Tin and galvanized iron works. ROLLYN HAWKINS, 114-116 Virginia av., the man who never sits on the fence.

NOTICE—The population (1900 census) of every town and city in Indiana is given in the Journal's wall map of Indiana; on the reverse side is a map of the world and the United States; sold solely by the Journal or Journal agents and sent to any address postpaid for 50 cents. Address MAP DEPARTMENT, The Journal, Indianapolis, Ind.

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.

### SEALED PROPOSALS.

Depot, Q. M. Dept., Jeffersonville, Ind., May 8, 1903. Sealed proposals, in triplicate, will be received here until 10 o'clock a. m. (central standard time) May 26, 1903, for constructing four storage buildings at the Jeffersonville depot. The 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 Four Storage Buildings," and addressed to SAM R. JONES, Quartermaster, U. S. Army.

Proposals for Cavalry and Artillery Horses—Chief Quartermaster's Office, 415 Pullman building, Chicago, Ill., May 7, 1903. Sealed proposals, in triplicate, will be received at this office until 11 o'clock a. m. May 18, 1903, for delivery at Fort Sheridan, Illinois, of 25 cavalry horses and for delivery at Chicago, Ill., or other prominent railroad points, of 13 artillery horses. Deliveries must commence within ten (10) days after notice of award of contract and be completed on or before June 20, 1903. Particulars and blanks for proposals will be furnished on application here. Envelopes containing proposals to be indorsed "Proposals for Cavalry and Artillery Horses" and addressed to MAJ. W. H. MILLER, Quartermaster, U. S. Army, in charge of office.

PROPOSALS FOR CLOTHING AND EQUIPAGE SUPPLIES—Chief Quartermaster's Office, Chicago, Ill., May 18, 1903. Sealed proposals, in triplicate, will be received at this office until 12 o'clock noon Wednesday, June 3, 1903, for delivery at either the Chicago, Philadelphia or Boston depot, of white woolen gloves and russet tanned marching shoes, conforming to existing standards and specifications. Deliveries must commence prior to July 1 next. Government reserves right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign productions and manufactures the duty thereon) being equal. Particulars and blanks for proposals will be furnished upon application. Envelopes containing proposals to be indorsed, "Proposals for Clothing and Equipage Supplies," and addressed to MAJOR W. H. MILLER, Quartermaster, U. S. A., in charge of office.

# GOOD YEAR FOR RAILROADS

## SATISFACTORY RESULTS OF THE TWELVE MONTHS ENDING JUNE 30.

### Import Rates in Dispute—Adjustment Between Gould and Atlantic Ports Taken Up—General Notes.

The fiscal year with the leading railroads will end June 30, and the interval is so short that fair estimates of general results are possible. The year now closing may be spoken of properly in familiar phrase as the "banner year" of gross earnings. Many good judges, in the summer of 1901, believed the culmination of industrial activity to have been reached, but, much to their surprise, 1902 showed still greater revenues for the railroad companies, and now comes 1903 with a record ahead of all predecessors. With few isolated exceptions the rule is increased returns since last summer; the anthracite coal carriers alone may make unfavorable exhibits, and even these roads are fast recovering the ground lost by the strike. Taking all in all, the results of railway operations of the current fiscal year have been extremely satisfactory to railway managers and owners, and all the more so because a belief prevailed that 1902 would end the unexceptionally good times with railways. Of late the monthly reports have been watched with peculiar interest of evidence of the general change in an increase in net earnings, which were not so favorable as the gross earnings. Since the beginning of the spring, however, a change has come and at present both gross and net earnings for the most part disclose gains. Indications are that there will be no falling off in earnings the remainder of the year. One of the striking characteristics of 1902 and 1903 has been the increase in cost of labor, material and supplies, and on the other hand continued appropriations of surplus income for additions and improvements.

#### Record-Breaking Earnings.

The Big Four lines proper earned in the second week of May $409,528.13, an increase over the corresponding week of 1902 of $55,838.07. The first two weeks of the month the lines earned $802,603.47, an increase over last year's corresponding period of $95,223.35.

The Peoria & Eastern earned in the second week of May $66,097.71, an increase of $13,951.62. In the first two weeks of the month the road earned $124,089.15, an increase of $19,736.37.

The Evansville & Terre Haute shows an increase of $3,797 in the second week of May over the corresponding week of 1902. Since July 1 the increase over the corresponding period last year is $213,438. The E. & T. H. of late has been making the handsomest earnings in its history. The Toledo & Ohio Central is another road which is showing a handsome increase. Its increase for the second week of this month was $19,997, and since July 1 an increase of $325,626 is shown.

#### Personal, Local and General Notes.

Claude Hill, representing the Wisconsin Central, and C. E. Spaulding, the St. Louis & San Francisco, are in the city.

Benjamin Kelsey, formerly of this city, now traveling passenger agent of the Big Four, with headquarters at Cleveland, was in the city yesterday.

The Carthage & Western, a new Gould line, has been opened for traffic. It enters a section which has hitherto been without railroad facilities.

Farmers in Ilo, Idaho, have offered a bonus of 50,000 bushels of wheat to the Northern Pacific or any other road that will build a road to that town from Culdesac.

On Monday last the Pennsylvania Limited, consisting of twelve cars, was hauled from Altoona to Harrisburg, 132 miles, in 152 minutes, with one stop and one slowdown.

Charles H. Upson, for ten years with the Cincinnati, Hamilton & Dayton, has resigned and accepted a position with the Dodds Manufacturing Company as its traveling representative.

Joseph Ramsey, jr., president of the Wabash, will be in Pittsburg next Monday, when definite action will be taken as to improvements at Pittsburg proper and as to railroad extension.

The report is revived that J. R. Woods, general passenger agent of the Pennsylvania lines east, is to be made passenger traffic manager and that George W. Boyd will succeed Mr. Wood as general passenger agent.

B. F. Yokum, president of the St. Louis & San Francisco, is to be the executive head of the entire Rock Island system. He will succeed W. B. Leeds and will have complete control of the operations of the entire system.

Word has been received from New York that C. C. Waldron, city passenger agent of the Chicago & Northwestern at New York city, who has been seriously ill with pneumonia, is convalescent and his recovery is assured.

The Michigan Central will build a new station on Gross island, a pleasure resort on the line. It will be an attractive structure of brick and stone of modern architecture and will be a great accommodation to summer travelers.

The Minneapolis, Superior, St. Paul & Winnipeg Railway has been successfully financed and Eastern capital will push the road to completion. As projected, the road will run from St. Paul to Duluth, practically an air line, 137 miles in length.

A. L. Klank, industrial agent for the St. Louis & San Francisco system, including the Chicago & Eastern Illinois, was in the city yesterday calling on local agents and setting forth the plans of the lines he represents for settlers in territory on their line.

The drillers have arrived at Little Hocking and commenced drilling for the $2,000,000 bridge of the Wabash across the Ohio river. This bridge will be about one and one-half miles in length and the longest structure of that class in that part of the country.

J. Souers, who has been general yardmaster of the Vandalia at Brazil, has been appointed agent and general yardmaster of the Vandalia at Effingham. N. Fisher, agent at Effingham, succeeds to the vacancy made through the death of H. Griscom, late agent at Decatur, Ill.

The report that John Francis is to be made general passenger agent of the Chicago, Burlington & Quincy, with headquarters at Chicago, is confirmed. Mr. Francis is now located at Denver. The road has been without a general passenger agent since the resignation of T. S. Eustus.

S. S. Bridgers, commercial agent of the Norfolk & Western, with headquarters at Indianapolis, has returned from the company's headquarters. He states that the work of double tracking the line is being pushed at many places and the business of the road is unprecedented in volume.

In the division at Chicago of the party of 800 tourists carried over the Pennsylvania on Monday the party was divided, the Chicago, Milwaukee & St. Paul getting 150 passengers, the Chicago, Burlington & Quincy 190, the Chicago & Northwestern 225 and the Santa Fe taking the remainder.

T. M. Pierson, of this city, who was unanimously elected vice president of the Order of Telegraphers at their recent convention, states that there were 215 bonafide delegates and about seventy-five visitors. This was by far the greatest and most businesslike convention ever held by the telegraphers. The organization is free from debt and the Union Trust Company reports $150,000 in cash to the association's credit. Mr. Pierson was given an increase in salary of $600 per year. The next convention will be held at Buffalo, N. Y.

Western railroad officials are much elated over the outlook for crops. The grain producing section of the country is in the Central and Western States, and when a great crop is assured it always means a continued heavy traffic the next nine months of the year after the harvest. The recent warm weather has greatly improved the outlook for corn and oats, and a big wheat crop is already assured. If nothing now happens to the crop the West will enjoy an unprecedented year of prosperity, as good crops mean prosperity for the transportation systems.

The Pennsylvania has under consideration the placing of track tanks on the Pittsburg, Fort Wayne & Chicago division. These tanks will be one and one-half miles long and scoops will be placed in the engine tenders to be able to take an eight or ten-inch stream while running at full speed. The company is pushing grading on its double track between Atwood and Columbia City, and within a few weeks long stretches of double track will be opened to traffic, which will greatly facilitate the movement of trains, especially those in passenger service which have been placed on faster schedule.

The Cincinnati, Richmond & Muncie Railroad is again laying steel on the southern end of the road. This work was resumed Saturday, when a mile and a half was put down. The track was laid to a point fourteen miles below Cottage Grove. Rails can now be laid to the Miami river, which is nine miles further on, when there will be a delay to put in the bridge. It looks as if two months will put the new road into Cincinnati.

Under the excellent weather conditions the fast freight lines are making the best time in their history, especially on westbound freight. Twenty years ago it took seven days to get a carload of fast freight from Boston to Indianapolis, five days from New York to Indianapolis, and, as late as 1880, six days was considered good time from Boston to Indianapolis. Now the 963 miles from Boston to Indianapolis is run in three and one-half days, and from New York to Indianapolis, 904 miles, in three days. The fast freight line now makes as good time as did the expresses fifteen and twenty years ago.

Timothy Stout, who for forty wears was an engineer on the Indianapolis, Peru & Chicago, now the Lake Erie & Western, running between Indianapolis and Peru, is still living with a sister near Peru and is in good health. In conversation he relates some interesting experiences of when the L. P. & C. was laid with flat rail and it was not an unusual thing for the end of one of the rails to get loose from the timber on which it was laid and come up through the cab. He has about arranged to spend the remainder of his days, he now being over seventy-two years of age, with a sister in Chicago.

Incidental to receiving thirty-six new freight engines on the western division of the Baltimore & Ohio, a redistribution of motive power is in progress. These engines are divided on the lines west of Pittsburg, and it is thought that with the present equipment and with the additional engines about to be received a tie-up similar to that of a few months ago on the Baltimore & Ohio will not again occur. The new freight engines are known as the 1-7 class, and weigh 183,000 pounds without coal or water. On account of these heavy engines all the bridges on the main line have been strengthened.

The statement of the Lake Shore the first quarter of the present calendar year shows an increase in gross earnings of nearly 22 per cent., an increase in net of 8 per cent., an increase in charges of 50 per cent., resulting in a decrease of 11 per cent. of surplus. The gross earnings compare with a period during which the business of the road was not particularly good. The increase of the proportion of income used in expenses is due to the well-known Vanderbilt policy of the past four years, that of putting all available cash into improvements in order to save capital. The Lake Shore has gone further in this respect than has any other road of the Vanderbilts, unless it be the Michigan Central.

W. T. Gibson, who, in the days of the Indiana Central, now the Panhandle, was traveling passenger agent for that road—Mr. O'Brien then being general passenger agent—was in the city yesterday. He called on George Rech, of the Pennsylvania, who at the time was ticket agent at the old Union Station, to purchase a ticket, he now being out of railroading. He at once recognized Mr. Rech and they had a lengthy talk over old times in the original Union Station. Mr. Gibson is considerably advanced in years, but is in good health. He had not visited Indianapolis for many years, and was impressed with the growth of the city. He inquired after Burgess Brown, Jack Campbell and other former passenger men, reviving old memories which were quite pleasing to those who heard the conversation.

## PROBABLY A THIEF.

### Man Discovered in a House Said He Was a Gas Inspector.

While a domestic in the house of W. A. Van Camp was performing her household duties yesterday afternoon she was startled to see a strange man calmly walking down the front stairs. She approached him and asked him what he wanted in the house and he replied that he was the gas inspector, and turning around walked out of the house. On investigation it was found that the gas company has no inspector of his description and the man was evidently there with some evil intent. The police were notified but have failed so far to locate him.

### Grant's Laurels—Political Predictions.

To the Editor of the Indianapolis Journal:

Your comments in to-day's Journal was upon certain statements by Bishop Dudley and others as to Generals Grant and Lee will suit most unprejudiced and reasonably well informed people. The gentlemen you quote have become rusty in their history. General Grant made mistakes in not a few cases, as he himself said, but "in the arduous greatness of things done" he is above all comparison on this side the Atlantic, and his fame brightens as the years go by. What posterity will doubtless value more and more in Grant as a soldier will be his constant "pitching in." He was never "whipped out," but in every situation was planning an attack. There were a lot of people in Rome who thought and said that Pompey was a greater general than Caesar. It is often so, but time vindicates the right.

Our old friend Goodwin, I observe, has found a few more mare's-nests. The undersigned has read many a prediction that cross currents (mostly slight ones) were going to play a great part "next year" in politics, but nearly always, in the fifty-two years during which he has been a voter, the two parties into which the Anglo-Saxon race has divided voters for centuries come up pretty solidly to the polls, for the folly of Bryanism can hardly count. It will pretty surely be so again. The G. O. P. will be found doing business at the old stand, and Indiana will give Roosevelt a tremendous majority, not so much on account of his splendid personality, as because he is a Republican, notwithstanding "labor," "temperance," "socialistic" votes, etc., may be "terribly in earnest."

J. B. LEWIS.

Pendleton, Ind., May 19.

### Bishop Alerding Again.

To the Editor of the Indianapolis Journal:

The remarks by Bishop Alerding at the Columbia Club banquet regarding education in the public schools of this country, shows conclusively that his knowledge of public sentiment on this question is indeed limited. The parochial schools are here only by permission, and it behooves those who have them in charge to make them equal, if possible, to the public schools before condemning the latter. Is it not strange, indeed, that anyone should have the hardihood to attempt even to make a comparison between the two, when the results of both are so well known.

Will the good bishop kindly turn his eyes towards Italy and ask himself if he thinks it would be wise for the people of the United States to adopt the system of education that was in vogue in that country for hundreds of years. And why should this country adopt a system of education that has been condemned in others for want of sufficiency?

TEACHER.

Indianapolis, May 19.

FEARFUL.

She—He used to think he was the handsomest man in the city.

He—What changed his opinion?

She—He once saw his face painted on a political banner.


### AMUSEMENTS.

SPECIAL SEAT Sale For —PARK THEATER— Weber & Fields
And Their All-Star Stock Company
Opens Saturday Morning, May 23, at 9.
LILLIAN RUSSELL, CHAS. A. BIGELOW, FAY TEMPLETON, WILLIE COLLIER, LOUISE ALLEN, PETER F. DAILEY, JOHN T. KELLY, WILL ARCHIE.
PRICES: Box Seats $3.00; Entire Lower Floor 2.50; All Balcony Seats 1.50; All Mezzanine Seats 1.00; Gallery .50
All mail orders given prompt attention.
NOTICE: To avoid speculation, only 4 seats allowed each purchaser.

PARK — 2 p. m. 8 p. m. — Holden Stock Company
In a Great Production of Hall Caine's wonderful play "THE CHRISTIAN"
FIRST TIME HERE AT POPULAR PRICES.
New Specialties at each Performance. Prices—10c, 20c, 30c. Everybody goes to the Park.
NEXT WEEK—"East Lynne" and "Fool of St. Arvan."


## WIFE WAS NOT FOR BRYAN

### MRS. HART TOLD HUSBAND HE WAS FOOL TO VOTE FOR NEBRASKAN.

#### Judge Allen Puzzled by a Post-Nuptial Agreement—Other News of the Courts.

Judge Allen, of the Circuit Court, has taken under advisement the suit of Elizabeth Hart against John Hart, in which the court is asked to set aside a certain post-nuptial settlement. There are one or two fine points in the case that the court may consider somewhat seriously which do not vitally affect the main question.

One of these points is in reference to a certain alleged political opinion given by Mrs. Hart during the presidential campaign of 1900. The Harts were husband and wife during part of the year 1900. They were married May 30 that year and separated in September. Both had been married before. After the separation Mrs. Hart employed the late Thomas Hanna to represent her, and a sort of financial compromise was made with her husband. It seemed to be understood that they could not live together again, and an agreement was reached by which Mrs. Hart accepted a certain sum in full settlement from her husband.

She is now suing to have the agreement set aside, with the idea, probably, of requiring Hart to contribute to her support, since they are not divorced. In the course of the trial some evidence was brought out as to what caused the separation between these people. It seemed that politics was the chief cause of contention. They were married during a campaign year, and their honeymoon was seriously interfered with by political excitement. It developed that Hart was a Bryan man, and this did not suit his wife. He told the court that the chief reason why he left his wife was that she said he was a "d—d fool if he voted for Bryan." Judge Allen heard this testimony with a great deal of interest. It reminded him of a story he was constrained to tell, but did not because he could not well indulge in facetious story-telling from the bench. The story he had in mind related to a meeting of two men at a railroad station. Both were supposed to be insane and were in charge of keepers on their way to the insane hospital. One said to the other, "Why have they got you—what is your trouble?" The one addressed explained what his trouble seemed to be and then put the same question to the other man. "Oh," said this one, "they say I am off on the money question," and he proceeded to give his views on financial matters. "Well," replied his friend, when he had concluded, "you are not crazy—you are just a plain d—d fool."

Judge Allen questioned Mrs. Hart about her treatment of her husband because he did not agree with her politically. She explained to the court that she and her husband had many arguments on politics. She said he was a Bryan man, and she tried to make him see what a mistake he would make in voting for free silver. She said she begged him to allow her to bring in a well-informed man in the neighborhood, who, she thought, could talk to her husband and change his views. She said he finally replied, with some show of irritation( that "he would vote for Bryan if he lost half of all he had." She said she then told him he would be very foolish if he voted that way. She declared emphatically that she did not use the language imputed. "I don't often swear," she remarked to the court. While the court is not called on in this case to decide whether or not Mrs. Hart was right in her opinion of her husband, it will no doubt take serious consideration of this phase of the question.

### BAXTER CASE DISMISSED.

#### If a Law of 1897 Is Upheld 42,000 Persons Would Be Exempt.

The petition of Edward E. Baxter for a writ of probation to prevent the county treasurer from levying on his personal property for delinquent taxes has been dismissed in the Circuit Court. The petitioner claimed the assessed value of his property was less than $100 and based his petition on a law enacted by the Legislature of 1897. Treasurer Koehne's attorney demurred to the petition on the ground that the Circuit Court could not have a right to issue a writ of probation against an individual. The demurrer was sustained. Treasurer Koehne says that in collecting taxes he proceeds on the theory that every person is entitled to pay some tax, and people who have refused to pay their taxes have been levied on regardless of the value of their property. He declares that this law of 1897 has never been heeded and that if it should be upheld in a test case over 42,000 people in this city who now pay taxes would be exempt.

### CRAWFORD SUES FOR SALARY.

#### He Was Dismissed as Assistant Superintendent of Workhouse.

The case of Stephen Crawford against the Board of Commissioners of Marion county went to the jury in Room 1, Superior court, yesterday evening. The suit is to recover salary alleged to be due the plaintiff as assistant superintendent of the workhouse. Crawford was appointed assistant superintendent for the year 1901 and served until June when he was dismissed. He is now suing for the amount of salary he would have earned from the time he left until the close of the year, had he been allowed to remain in the service of the county. The amount involved is about $420. Crawford alleged that he was dismissed without just cause. The defense was that he was guilty of insubordination and was injuring the discipline of the institution.

#### Executrix of Husband's Will.

Willhelmina Hoereth has been appointed executrix of the will of J. George Hoereth.

### THE COURT RECORD.

SUPERIOR COURT.

Room 1—John L. McMaster, Judge.

Stephen Crawford vs. Board of Commissioners of Marion County; damages. On trial by jury.

Samuel Taylor vs. Augustus Coburn; damages. Plaintiff dismisses. Costs paid.

Room 2—James M. Leathers, Judge.

Eunice Cobler vs. Chicago, Indianapolis & Louisville Railway Company; damages. On trial by jury.

CIRCUIT COURT.

Henry Clay Allen, Judge.

Elizabeth Hart vs. John Hart; to set aside contract. Submitted to court, etc. Evidence heard in part.

Lawson M. Harvey, Special Judge.

Union Trust Company, administrator, vs. C. Mezger. Submitted to court, etc. Evidence concluded.

NEW SUITS FILED.

Sisley A. Pruitt vs. John M. Pruitt; divorce. Superior Court, Room 3.

Isaac F. Roby vs. Clara T. Blosingyun et al.; mechanic's lien. Superior Court, Room 2.

Audrey Harless vs. Charles Harless and National Motor and Vehicle Company; suit for support. Superior Court, Room 2.

City Bond Company vs. Charles D. Meigs et al.; improvement lien. Superior Court, Room 1.


### AMUSEMENTS.

ASSEMBLY ROOMS — CLAYPOOL HOTEL
MME. SCHUMANN-HEINK
IN SONG RECITAL
FRIDAY EVENING . . . . MAY 22
Single seat sale at C., H. & D. ticket office, Claypool Hotel, 10 a. m. Wednesday.
SEATS.....$2.50, $2.00, $1.50 and $1.00.

FAIR BANK
GRAND OPENING
MONDAY, MAY 25
ADMISSION - Only 10c
Sixteenth St. and Capitol Ave.
Starting MONDAY, May 25
TWICE LARGER THAN BEFORE
GENTRY BROS.'
FAMOUS SHOW
ADMISSION—15c and 25c


### HIGHER COURTS' RECORD.

SUPREME COURT.

19900. Downey vs. State ex rel. Hastings. Daviess C. C. Reversed. Monks, J.—1. When the office of city attorney is dependent upon the Common Council for its existence (as under Section 3476, Burns, 1894), the office may be abolished at any time by such council and incumbent thereof discharged. 2. The act of a common council in abolishing the office of city attorney is the exercise of its legislative power, and the courts will not inquire into the motive of such council in the exercise of such power. 3. After such office is abolished the person elected thereto is no longer an officer of the city, and does not become such officer by the subsequent creation of such office.

19976. Wright vs. C., I. & L. Ry. Co. Clark C. C. Appellant's offer to remit and petition to modify mandate denied.

19919. Pond vs. Wood. Wells C. C. Transferred to Appellate Court.

19924. In the matter of the disbarment of Samuel W. Griffin. Hamilton C. C. Transferred to Appellate Court.

19927. Hallagan vs. Tanner. White C. C. Same.

19947. Johnston Glass Company vs. Lucas. Blackford C. C. Same.

—Minutes.—

20079. Hannah E. Mendenhall et al. vs. The Diamond Plate Glass Company et al. Howard C. C. Appelles' brief (8.)

APPELLATE COURT.

4294. Wood vs. American, etc., Ins. Co. St. Joseph C. C. Affirmed. Henley, J.—Where a person pays for life insurance, in his favor, upon the lives of persons in whom he has no insurable interest he cannot recover from the company the money paid as premiums.

4806. Simpson vs. Schultz. Clay C. C. Affirmed. Roby, C. J.—1. Positive evidence which is not believed does not constitute proof. 2. It is the province of the jury trying a case to weigh the positive as well