JOURNAL'S BUSINESS DIRECTORY.

COAL—

COAL—Coburn Coal Co., East 22d street. Anthracite, coke, hard and soft coal. Phone 2445.

DYEING—

BRILL & CO., 155 N. Illinois st. and 238 Mass. ave. Party, ball and theatrical dresses cleaned equal to new; also, dyeing and cleaning gents' and ladies' garments by expert dyers.

FLORISTS—

BERTERMANN FLORAL COMPANY. New No. 241 Mass ave., 226 N. Del. st. Tel. 840.

LAUNDRIES—

UNION CO-OPERATIVE LAUNDRY. Work called for. 138-144 Virg. ave. 'Phone 1269.

MANTELS AND GRATES—

P. M. PURSELL (Mantels, Furnaces), 231 Mass. ave.

SALE AND LIVERY STABLES—

HORACE WOOD (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1097.

SHOW CASES—

WILLIAM WIEGEL, 116 South Pennsylvania st.

UNDERTAKERS—

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

WALL PAPERS—

H. C. STEVENS, New Style Wall Paper, Low prices. 930 N. Senate ave. Tel. 2 on 2552.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—320 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641. Hacks at lowest prevailing price.

Old 256. New 250.

C. E. KREGELO,
FUNERAL DIRECTOR,
223 N. Delaware St.
Residence Phone, New 1749.
No branch office on N. Illinois street.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 75 East Market street.

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

MONEY—To loan on Indiana farms; lowest market rate; privilege for payment before due; we also buy municipal bonds. THOS. C. DAY & CO., Rooms 805-812 Law building, Indianapolis.

FINANCIAL—We will make loans of $1,000 and above on centrally located Indianapolis property at 4½ to 4¾ per cent., interest payable annually, with privilege of making partial payments upon principal, etc. HOWARD M. ATKINSON, Wabash, Ind.

FOR SALE.

FOR SALE—St. Bernard pups. 834 North East street.

FOR SALE—Ten R.I.P.A.N.S for 5 cents at Druggists; one gives relief.

WANTED—MALE HELP.

WANTED—Cash for acceptable ideas; state if patented. Address THE PATENT RECORD, Baltimore, Md.

WANTED—Men to travel and show our goods. No soliciting, no goods to sell; no experience required; big money to good men. The applicant will need $25 to $50, but this he controls. Send this ad. and address Drawer 146, Chicago.

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 street, Indianapolis, Ind.

WANTED—AGENTS.

AGENTS—Wanted for the only genuine and authorized Life of D. L. Moody; written by his son and Ira D. Sankey; this is the book the people want; don't waste time on imitations; a million will be sold; outfit free; agents make $10 to $20 daily; big profit; credit; freight paid; write quick before territory is gone. Address Bible House, 135 N. Twelfth st., Philadelphia.

WANTED—Agents wanted to sell "The Authentic Life of D. L. Moody," by Rev. J. Wilbur Chapman, D. D., vice president of the Moody Bible Institute, and Mr. Moody's most intimate friend and coworker; magnificently illustrated; exclusive photographs by permission of Mr. Moody's family. Dr. H. M. Wharton and other most intimate friends and co-workers of Mr. Moody say of Dr. Chapman: "Of all men in the world, I should select you first to write the life of our dear friend, Mr. Moody." Liberal terms; freight paid; $5 to $20 per day can be made; send at once 20 cents to pay postage on free outfit and be first in the field. UNIVERSAL PUB. CO., 724 Arch street, Philadelphia, Pa.

WANTED—MISCELLANEOUS.

WANTED—To buy Indian relics. C. C. COBB, York, Neb.

WANTED—An old-established manufacturing business, employing about 100 hands, would like to correspond with parties interested in offering inducements to locate in Indiana; location in gas territory preferred. Address MANUFACTURER, Journal office.

STORAGE.

STORAGE—INDP'LS WAREHOUSE CO.
W. E. Kurtz, Pres. H. A. Crossland, Mgr.
(New) 517-523 S. Penn. 'Phone 1343.
We STORE, PACK AND HAUL.

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

CLAIRVOYANT.

CLAIRVOYANT—Mrs. M. E. Clemens—To know your future, whether good or bad, consult a natural-born clairvoyant; tells of business, love, marriage, anything you wish to know; send age, complexion, full name, lock of hair and list of questions; charges by mail, $1. 1729 English avenue, Indianapolis, Ind.

NOTICE.

NOTICE—Owners having for sale Big Five Mining Stock, of Camp Francis, Colorado, please address Box 107, Mill Creek, Ind.

OPTICIAN.

OPTICIAN—Dr. Emerson Druley, specialist in optics. Eyes examined; glasses furnished. Office, 229½ Massachusetts avenue. First square.

LEGAL ADVERTISEMENTS.

PROPOSALS FOR STOCKINGS—Chief Quartermaster's Office, Chicago, Ill., Jan. 17, 1900. Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. Jan. 27, 1900, and then opened, for furnishing and delivering at either Chicago or Philadelphia Depots of the Quartermaster's Department, 200,000 pairs lightweight brown cotton stockings. The stockings must conform strictly to standard sample and specifications to be seen at this office. Government reserves right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign productions and manufactures the duty thereon) being equal. Blanks for proposals and particulars will be furnished on application. Envelopes containing proposals to be indorsed "Proposals for Stockings," and addressed to Col. J. G. C. LEE, Chief Quartermaster.

PROPOSALS FOR LAVATORY BUILDING AT DANVILLE BRANCH,

N. H. D. V. S.

National Home for D. V. Soldiers,
Danville, Illinois, 30th December, 1899.

Sealed proposals will be received at the office of the National Home for Disabled Volunteer Soldiers, near Danville, Illinois, until 12 o'clock, noon, Monday, the fifth day of February, nineteen hundred (1900), for furnishing materials, labor, etc., and erecting a Lavatory building at the Danville Branch of the National Home for D. V. Soldiers, and the heating, plumbing and lighting apparatus for said building. Proposals will be received for the work in separate classes. For all necessary information apply to William C. Gunnell, civil engineer, at the National Soldiers' Home, Danville, Illinois, where drawings, specifications, etc., can be seen and blanks for proposals obtained. Each bid must be accompanied by a certified check for five per centum of the amount of the proposal. The Home reserves the right to reject any or all bids and to waive defects.

J. M. BERMINGHAM,
General Treasurer, N. H. D. V. S.
Approved: W. B. FRANKLIN,
President Board of Managers, N. H. D. V. S.

The Life of Moody.

Springfield Republican.

It is a pity that there should arise this unseemly quarrel over the writing of the life of Moody. On the whole, one must agree with Dr. Meyer, of London, when he cabled, "I stand by family." Mr. Moody's son may not be so well fitted to be his biographer as such a man as Dr. J. W. Chapman, who asserts that Mr. Moody wanted him to do the work; but it will hardly do to dispute the word of William R. Moody and of Fleming H. Revell, who, while a publisher, and so alive to the business view, is also Mrs. Moody's brother, and must be acquainted with the wishes of the family. If Dr. Chapman continues in his work, as it appears he means to do, the conflict will be most unpleasant, and little short of scandalous. So competent a business man as Mr. Moody ought to have left the matter beyond question by a written expression of his desires.

R. E. Springsteen & Co., popular-priced tailors, 6 North Pennsylvania street.

THE TONNAGE A SURPRISE

◆

HEAVIEST BUSINESS EVER HANDLED IN ANY WEEK IN JANUARY.

◆

The Railroad Situation Absolutely Controlled by Ten Men—The Canadian Roads Fall in Line.

◆

The train records show that in the week ending Jan. 20 there were received and forwarded at Indianapolis a total of 27,898 cars, 21,172 being loaded, exceeding the record of any corresponding week of any of the twenty-nine years these reports have been printed and an increase of 1,392 loaded cars over the preceding week, 526 more than in the corresponding week of 1899, 1,099 more than in 1898, 4,262 more than in 1897, 4,473 more than in 1896, 4,130 more than in 1895 and 5,333 more than in 1894. To say that the business of last week was a surprise is no exaggeration, as freight officials had anticipated a falling off because of the muddy condition of country roads after a week of rainy weather. While the grain shipments fell off, in other lines of traffic there was an increase, and shippers in some cases were unable to get the number of cars they wanted. This statement will apply to provisions, dressed meats, live stock, lumber, furniture and machinery, in all these lines the demand for cars exceeding the supply. There is still some cotton moving eastward and considerable transcontinental freights are being handled both east and west bound. Westward the tonnage of heavy groceries, manufactured wooden wares and the lower class freight, such as nails, glass and railway supplies, is heavy; shipments of anthracite coals are not as heavy as last month; the coals of Indiana, Ohio and West Virginia are being handled in the largest tonnage in many years, and manufacturers and the railroads are experiencing some trouble in keeping up their supply. Local business continues unprecedentedly heavy for January, the big business at the stockyards, including the great horse sales of last week, the busy times with the packing houses, the cerealine producing industries and iron industries, all swelling the volume of business. Indianapolis merchants, despite unfavorable weather conditions, are doing a good business for January. The table below shows the number of loaded cars handled at this point for the week ending Jan. 20 and for the corresponding weeks of 1899 and 1898:

Name of roads.	1900.	1899.	1898.
C., I. & L.	544	474	520
I., D. & W.	338	502	482
C., H. & D.—Ind'polis div.	869	715	794
L. E. & W.	571	444	528
Penn.—I. & V.	870	931	774
Penn.—J., M. & I.	1,085	751	864
Penn.—Chicago div.	1,024	764	810
Penn.—Columbus div.	1,797	2,682	1,931
Vandalia	2,276	2,303	2,448
P. & E.—East div.	790	656	716
P. & E.—West div.	1,076	936	953
Big Four—Chicago div.	2,829	2,421	2,266
Big Four—Cincinnati div.	3,322	2,864	2,857
Big Four—St. Louis div.	1,754	1,903	1,854
Big Four—Cleveland div.	2,027	2,350	2,274
Totals	21,172	20,646	20,073
Empty cars	6,726	6,689	7,169
Total movement	27,898	27,335	27,242

Controlled by Ten Men.

Recent events in railway affairs disclose the fact that ten men practically control the railroads of this country. There are other men of influence and power in the railroad field, but the ten men named below absolutely dominate the situation: William K. Vanderbilt, J. Pierpont Morgan, E. H. Harriman, C. P. Huntington, George J. Gould, J. J. Hill, A. J. Cassatt, William Rockefeller, J. H. Schiff and James Speyer. The social gathering of railroad men last week at the Metropolitan Club had much significance. On no previous occasion on record has there assembled a score of railroad presidents without any manifestation of aggressiveness or individuality of interests. Then it is noticeable that all meetings of these high railroad officials of late have been characterized by the greatest harmony and singleness of purpose. William K. Vanderbilt and J. Pierpont Morgan now completely control the railroads in what is known as trunk line territory—i. e., east of the Mississippi and north of the Ohio rivers, outside of New England. J. Pierpont Morgan controls more railroads than any other man in the world. Under his directing influence are the Southern Railway system, the Erie, the Lehigh Valley, the Reading and the Northern Pacific, not to mention a dozen roads of minor importance. E. H. Harriman has within the past two years advanced to the front rank of railroad financiers. Already at the head of the Union Pacific system, the Alton and the Illinois Central, he is constantly enlarging the sphere of his power. He is now reorganizing the Kansas City, Pittsburg & Gulf, and with Jacob H. Schiff, of Kuhn, Loeb & Co., he recently acquired an interest in the Southern Pacific. George J. Gould remains at the head of the railroad properties left by his father, and he has kept them intact and in good condition. The principal Gould roads are the Missouri Pacific, the Wabash, the St. Louis Southwestern and the International & Great Northern. The Goulds have comparatively small interests in Eastern lines. James J. Hill is the autocrat of the Great Northern system, and an effective influence in the Northern Pacific and the Baltimore & Ohio. Collis P. Huntington controls the great Southern Pacific system, which includes the Central Pacific Railroad and the Morgan Steamship Company. A. J. Cassatt, by reason of his own large holdings of railroad stock, and in his representative capacity as president of the Pennsylvania system, is one of the most influential members of the powerful ten. Not the least interesting feature of the railroad situation is the development of William Rockefeller as a railroad man. His recent election as a director of the New York Central emphasized his importance in railway affairs. He is recognized as the dominant power in the Chicago, Milwaukee & St. Paul Railroad, and as one of the directing influences of the Lackawanna. With his brother, John D. Rockefeller, he controls absolutely the extensive Missouri, Kansas & Texas system in the Southwest. He is also a very large stockholder and a director of the New York, New Haven & Hartford.

Big Orders for Locomotives.

The Baldwin locomotive works, of Philadelphia, have obtained another large order for engines from France. The order, which is for thirty large ten-wheeled passenger engines, is from the Paris & Orleans Railway and is the first order for locomotives ever placed by the company in America. In design and manner of construction these engines will differ but little from the ten-wheeled passenger engines built by the Baldwins for American railways. They will be heavier than any at present in use on the Paris & Orleans Railway, showing that French railway officials are awakening to the importance of heavier motive power and heavier equipment. The engines are to be shipped by Aug. 1. The Baldwins have just shipped five locomotives to the Great Central Railway, of England, and five to the Great Northern. They are also about to deliver fifteen large passenger engines for the Pennsylvania Railroad's Western lines.

New Trunk Line Promised.

The Pittsburg Dispatch says: "A new trunk line from Erie to Johnstown and linking the great lakes to the Chesapeake by a new route is one of the important projects outlined for development in Pennsylvania this year. The new line will become one of the standard grain and ore routes. Should New York capitalists complete plans they have been working on for years (a good authority says they are practically completed) a branch will reach Pittsburg and a new outlet to the Chesapeake and Atlantic seaboard will be given this city. John B. McDonald, contractor, who recently received the $35,000,000 contract for constructing the great traction tunnel in New York, is said to be one of the principal projectors of the road. The

route of the new line will be from Erie to Cambridgeboro, Titusville to Tionesta, to Cooksburg, Clarion county, by bridging the Alleghany, thence to Brookville, Punxsutawney, Indiana, Blairsville and Johnstown. Included in this scheme is a proposed line from Black Lick station, near Blairsville, to Pittsburg, entering the city by way of the Pittsburg & Western, the Pittsburg Junction road and the Baltimore & Ohio. The line from Erie to Johnstown will be 210 miles long and will develop one of the largest coal fields in Western Pennsylvania. In Cambria county alone 120 acres have been leased or bought outright, and the Cambria Iron Company will spend several millions of dollars in improvements and extensions. It is said this company has already made a contract with New York capitalists to have delivered 2,000,000 tons of ore annually for twenty years. Another development of the scheme in the near future is a giant steel plant at Erie to cost $5,000,000."

Chicago-Pittsburg Short Line.

The Pittsburg Commercial Gazette says: "The Vanderbilt interests have a plan, practically certain of consummation, which, by building about fifty miles of new road is to provide the greatest trunk line in existence, between Pittsburg and Chicago. It will be nearly a dozen miles shorter than the present shortest line—the Fort Wayne—which is 468 miles long. This is planned to be worked out by the cutting up of the Lake Erie & Western, recently acquired by the Vanderbilts, to form divisions of the Pittsburg & Lake Erie and the Lake Shore. Instead of the present freight route by the way of Ashtabula involving what amounts to almost a right-angled triangle in its course, or via Cleveland, involving another bad angle, the use of a section of the Lake Erie & Western and the building of two connecting links with the Pittsburg & Lake Erie and the Lake Shore is to provide the new trunk line, which will be almost an air line. The plan is to build a link from Youngstown to Akron, thus connecting the Pittsburg & Lake Erie with the Lake Erie & Western; then to use the Lake Erie & Western tracks to Spencer, then to build a short connecting link across to the southern division of the Lake Shore, use this division to Toledo and the Lake Shore main line from this point to Chicago. The combined distances will be about 458 miles."

Lake Shore Changes.

A published report that George W. Stevens, who resigned last summer as superintendent of motive power of the Lake Shore, had been appointed to succeed J. O. Bradeen as master mechanic of the shops at Norwalk, O., is refuted by Mr. Bradeen, who has been master mechanic at Elkhart since Jan. 1, and also master mechanic of the Norwalk shops. He says that his successor at Norwalk will be S. E. Dickerson, of the Norfolk & Western, who will assume the duties Feb. 1.

Heavy Traffic on the Belt Road.

In the week ended Jan. 20 there were transferred over the Belt road 20,557 cars, against 19,349 in the week ending Jan. 13 and 16,753 in the week ending Jan. 6. Belt-road engines handled at the stock yards 1,447 carloads of live stock, against 1,448 in the previous week, and for private switches on its line 1,053 cars, against 1,070 in the week ending Jan. 13.

Personal, Local and General Notes.

In a circular just issued Pennsylvania people announce that they will not discontinue prorating on freight shipments with Western lines.

The work of removing the shops of the Baltimore & Ohio Southwestern from Pana, Ill., to Washington, Ind., will be commenced this week.

The Southern Indiana, in connection with the Big Four, is handling quite a large business in shipments of stone from the quarries in the vicinity of Bedford.

J. W. Ryan, formerly on the Wabash line, has been appointed trainmaster of the Chocktaw, Oklahoma & Gulf. Mr. Ryan was formerly a passenger conductor.

The Illinois Central has declared its regular semi-annual dividend of 2½ per cent., payable March 1. A large number of the employes will share in the dividend distribution.

A new advanced freight tariff on cement will be made effective in the Central Freight Association territory Jan. 15. This will apply on an advanced carload minimum of 40,000 pounds.

W. J. Lynch, general passenger agent of the Big Four, spent Sunday in Portland, Me. Mr. Lynch has been in New England two or three days looking after the Big Four interest in that section.

The Lake Shore road has created what is known as a choice list among its engineers, who are allowed to choose their runs in acordance with their seniority. It applies chiefly to passenger engineers.

The office of assistant general freight agent of the Northern Alabama road, held by R. L. McKellar, has been abolished. The duties will be looked after by L. Green, division freight agent of the Southern Railway.

Hereafter men who are called upon to fire the big engines on the Pennsylvania road will be allowed 15 cents more per trip over their respective divisions than the firemen on the Class R freight engines receive.

The Cincinnati, Hamilton & Dayton handled at this city last week 869 loaded cars, an increase over the corresponding week of 1899 of 154, and General Agent Stiles says the exhibit would have been better had the company furnished the cars called for.

A new Southern railway project is the building of a road from Parrish to Ensley, Ala., a distance of thirty-five miles, making a road 125 miles in length from Parrish to Sheffield and giving the Southern Railway a direct line from Memphis to Birmingham.

In the year 1899 there were sold by the Central Passenger Association bureau 156,974 mileage books, an increase of 22,178 books over 1898. The total revenue from their sale was $4,709,210, an increase over 1898 of $669,340. During the year rebates amounted to $1,507,495.

Applications for the position of fireman on Pennsylvania lines west have become so numerous of late that the company announces that the ten applications received last week will fill the quota for the present, as there is now a good-sized list of extras to draw from.

The four Pennsylvania lines handled at Indianapolis last week 4,776 loaded cars, against 5,078 in the corresponding week of 1899. The decrease was wholly on the Panhandle's Indianapolis division—the north-and-south lines now doing a better business than last year.

The refusal of the New York Central to enter into an agreement to give the Fitchburg road a share of its traffic equal to that which may go over the Boston & Albany, forces the Fitchburg to accept the terms of the New York Central or fall in line with the Boston & Maine.

The Vandalia forwarded west from Indianapolis last week 954 and brought in 1.322 loaded cars; of the inbound business, 131 cars were loaded with live stock. This was twenty-seven fewer loaded cars than the Vandalia handled at Indianapolis in the corresponding week of 1899.

The Peoria & Eastern line handled at Indianapolis last week 1,863 loaded cars, 274 more than in the corresponding week last year. Not in many years has this road done as much business as for three months past, its passenger as well as freight traffic being very satisfactory.

It is significant, when it is realized that the ideas of President Cassatt, of the Pennsylvania, and of the Vanderbilts on the railroad problems of the coming century, and the best manner of meeting them, are more in accord than those of any two former leaders of these strong combinations.

The Wabash lines earned in the second week of January $302,928, an increase over the corresponding week of 1899 of $50,055. Since July 1, an increase of $1,327,158 is shown. The Chicago & Eastern Illinois earned, the second week of January, $108,220, an increase over the corresponding week of 1899 of $17,000.

C. P. Huntington admits that Messrs. Harriman and Schiff have become interested in the Southern Pacific road, but says it is not with the idea of obtaining control, but rather for the sake of promoting more amicable relations with the Union Pacific, in which they dominate, Mr. Harriman being chairman of the Union Pacific board.

There is said to be some grounds for the report that the Pennsylvania and Vanderbilt interests will secure control of the Norfolk & Western. While control, partial or complete, is not necessary for the completion of the trunk line plans, it would not be a bad thing to have it in the combination, as it would be a paying investment.

The master in chancery of the United States Court has submitted to all the counsel a draft of a proposed report upon certain features of the litigation in regard to respective rights of the different classes of bondholders of the Louisville, Evansville & St. Louis. The report is looked upon as favorable to the consolidated bonds.

A surveying corps in the employ of the Baltimore & Ohio is making a survey of a route from Salem to Marietta, O., with a view of building a road from Salem to that point, to connect with the Zanesville & Ohio River road, making a shorter route than by way of Cincinnati into Chicago. The road to be built is about fifty miles in length.

The Lehigh Valley will enter the field a more aggressive competitor for business from the West, and is constructing a new freight yard at Newark, which will comprise twenty-seven miles of track. Of late the Lehigh Valley has been getting considerable business in this territory in the way of furniture, lumber, live stock and provisions.

D. I. Roberts, general pasenger agent of the Erie, expresses the opinion that the strict enforcement of the new trunk line agreement to maintain rates and abolish commissions on passenger traffic will save the railroads interested not less than $1,000,000 per annum. This estimate is regarded as reasonable by other general passenger agents.

In the week ending Jan. 20 there were handled by the Big Four at Indianapolis 9,932 loaded cars, 394 more than in the corresponding week of 1899. While the Bee-line and St. Louis divisions show a falling off as compared with last year, the Chicago division this year handled 866 more loaded cars at Indanapolis than in the third week of January, 1899.

George S. Batty, general passenger agent of the Iowa Central, is doing good work in bringing the road into more general notice. He has just issued an attractive folder, and all local and through time tables are very conveniently arranged. Entire pages are devoted to their tourist car line and the attractions of the new territory recently opened by the extension of the Belmond branch.

The general passenger agents of the Central Traffic Association and Trunk-line Passenger Association were surprised on Thursday on receiving circulars from the Canadian roads, including the Grand Trunk and the Canadian Pacific, announcing that they would participate in abolishing the payment of commissions on sales of tickets calling for transportation over their respective lines.

It would seem that S. H. Kneeland still has some influence in the affairs of the Toledo, St. Louis & Kansas City, the postponment of the foreclosure sale being credited to his efforts. For years he has been one of the prominent and untiring litigants, and is said to have prevented its sale for the last three years. Mr. Kneeland is often a visitor to Indianapolis, and is admitted by the parties interested in the property to be a good fighter in a legal way.

Officials of the Pennsylvania lines West are displeased with the Chicago ordinance calling for the stopping of all trains one hundred yards from grade crossings, as, under present conditions, it is irksome enough for the Pittsburg, Fort Wayne & Chicago trains to reach their Chicago station, and it is predicted that the railroad company has decided to run trains as usual for a test of the ordinance, which fixes a penalty of from $25 to $200 for each violation.

THE COURT RECORD.

SUPERIOR COURT.

Room 1—John L. McMaster, Judge.

Henry W. Bullock vs. William Robertson et al.; habeas corpus. On trial by court.

Room 2—James M. Leathers, Judge.

Hattie Bailey vs. Citizens' Street-railway Company; damages. Argument concluded. Jury instructed and retire.

Nora Hendricks vs. Chas. Hendricks; divorce. Decree granted plaintiff. Judgment against defendant for costs.

Georgie Foltz vs Herbert Foltz; divorce. Dismissed at plaintiff's cost.

CIRCUIT COURT.

Henry Clay Allen, Judge.

On motion of Wm. Caffrey Thos. J. Roach admitted to bar.

Rolla S. Parsley vs. James Parsley's Estate. By agreement claim allowed for $250 at costs of estate.

Margaret Parsley vs. James Parsley et al.; partition. Parties file written agreement of compromise and settlement of all issues in cause. Plaintiff pays her costs. Defendants pay their costs.

Champion Stoneware Company vs. Geo. F. Kreitlein et al.; replevin. Dismissed by plaintiff. Judgment against plaintiff for costs.

On motion of E. C. Ryan George B. Coil admitted to bar.

Lewis Brandenburg et al. vs. Washington Savings and Loan Association. Petition of Kahn & Fisher submitted to court. Evidence heard. Finding for petitioners. Claim allowed for $395.75 and costs.

NEW SUITS FILED.

Rose A. Moses vs. Frank S. Moses; divorce. Superior Court, Room 3.

Christina Richter vs. Herman E. Martens; complaint for specific performance of contract. Circuit Court.

Linda E. Hamilton vs. Geo. B. Young; suit on judgment. Superior Court, Room 3.

Emma Borst vs. Joseph B. Borst; divorce. Circuit Court.

Annie Kinchen vs. John S. Kinchen; divorce. Superior Court, Room 2.

Margaret A. Robertson, Administratrix, vs. the City of Indianapolis et al.; damages. Superior Court, Room 3.

State of Indiana ex rel. Jasper O. Tansell vs. the City of Indianapolis et al.; mandamus. Circuit Court.

Samuel White vs. Jennette B. White et al.; suit to foreclose lien. Superior Court, Room 2.

THE ZULU TELEGRAPH.

War News Brought Hundreds of Miles by Native Runners.

Julian Ralph, in Collier's Weekly.

The native runners of whom I speak are the Kaffirs on this side and the Basutos and Zulus of the east coast. Since I have never heard of such messengers anywhere else, I think it probable that they are the most wonderful of the kind in the world. They are capable of running almost as far as our Indians, who have been known to cover one hundred miles in twenty-four hours; but it is not by running that they do either the most or the best of their work. This they do by shouting their messages from hill to hill—a far speedier medium of communication than leg work.

In previous wars between the natives and either the British or the Boers it often happened that the first news of notable engagements was gained from the natives in Cape Town, Durban, Port Elizabeth and such places. In this war the result of the battle of Glencoe reached Cape Town nearly forty-eight hours before the overburdened telegraph wires brought it to the newspapers. It transpired, as it always does, in the gossip of the negroes among themselves.

The first news of the battle of Glencoe which reached England and America came to Cape Town in this way, and was forwarded on the cable by an Englishman who did not dare to vouch for it because he had been but nine days in Africa and did not know the value of "runner's stories." The reason why such stories are reliable is that whatever message is given by a native negro is never altered by anyone who forwards it, though it may be passed along by two thousand men. The precise words that are uttered by the first man are the identical ones that the last one hears.

A Surprise.

Kansas City Journal.

Adlai Stevenson rose up the other day and declined to be a candidate for Governor. And it wasn't resurrection day, either.

Going Back to Utah.

He is going back to Utah, to his dear, triangle wife—
To his triple set of ma-in-law—oh, what a happy life!
He murmurs: "It was bad enough to put me on the rack,
And fire me out of Congress, but why force me to go back?
I didn't come to Congress for the honor there might be—
I wanted just to live where I might have my own night key.

"You single-married fellows don't know how it is at night,
When you come home rather wobbly, to have three wives strike a light,
And hear three angry voices shrilly sob at you and say:
'You horrid man! We'll send for ma! We will, this very day!'
But I must go back to Utah, where they say I have been missed,
And they designate my missedness by the title 'triga-mist.' "

He is going back to Utah, where the lake is full of salt,
He is going back to hear three wives exclaim, "It's all your fault!"
He is going back to Utah—he might linger on the way,
In the State of South Dakota, where they have a cure, they say,
For the matrimonial habit. 'Tis a speedy-acting tonic—
But it may not act on Brigham. His complaint, 'tis said, is chronic.

—Baltimore American.

AMUSEMENTS.

ENGLISH'S

To-Night, Tuesday and Wednesday Nights,

Mr. and Mrs. KENDAL

Management of Daniel Frohman, in their London and New York Success,

THE ELDER MISS BLOSSOM

All the Scenery and Appointments from the St. James Theater, London.
Prices $1.50, $1.00, 75c, 50c, 25c. Seats now ready.

Thursday, January 25th—One Night Only

William Morris

in "THE ADVENTURES of LADY URSULA"

Seats now ready.

Friday, Saturday, January 26, 27, Mat. Saturday

—Sporting Life—

Seats now ready.

Grand—To-Night, ALL WEEK

25c Matinees Wednesday and Saturday.

Grand Stock Comp'y in the Delightful Comedy

"OUR BOYS"

Evening Prices—Lower floor, 50c; balcony, 25c; gallery, 15c. Matinees, 25c. Seats two weeks in advance.

Next Week—"Frou-Frou." Next Monday evening, Four Hundredth performance Grand Stock Company, on which occasion souvenir photographs (Kitchell's best) of Miss Shannon, in the character of Frou-Frou, will be given to all ladies attending.

PARK — TO-DAY — 2 p.m 8 p.m

The Sensational Scenic Novelty,

"Midnight in Chinatown"

Exciting Story of the Golden Gate City.

Big Cast. Realistic Scenes. Good Specialties

10c, 20c, 30c. Everybody goes to the Park.
Thursday—Henshaw and Ten Broeck.

Empire Theater

Wabash and Delaware Sts.

ONE WEEK—Commencing Monday Mat., Jan. 22

EVERY NIGHT! MATINEE DAILY!

BOHEMIAN... BURLESQUERS

WITH BILLY VAN.

Prices of admission, 10c, 15c, 25c, 50c.
Next week—IRWIN BROTHERS.

FROM YESTERDAY'S JOURNAL.

Items of Especial Interest from the Issue of Sunday, Jan. 21.

Consul Macrum, from Pretoria, arrived at Rome.

Montague White, Kruger's envoy, arrived in Washington.

Two convicted murderers, brothers, were lynched at Fort Scott, Kan.

The Winchester Milling Company's mill, at Winchester, Ind., was burned; loss, $16,000.

Two arrests were made at Shelbyville, Ind., in connection with county financial affairs.

Yaqui Indians were defeated by Mexican troops, with a loss of 200 killed and 500 prisoners.

Susan B. Anthony will resign the presidency of the National Woman's Suffrage Association.

The news of Buller's advance from the Tugela, toward Ladysmith, showed marked preliminary successes.

Schaeffer still leads Morningstar in their billiard tourney at New York, though with a narrowed margin.

Kentucky Republicans have alleged a conspiracy of Goebel, McLean, of Ohio, and Tamany leaders, in the Kentucky election case.

(From Sunday's Second Edition.)

Trouble Among Turfmen.

LOUISVILLE, Ky., Jan. 20.—William F. Schulte, president of the American Turf Congress, which controls all the racing of thoroughbreds in the West, resigned his position to-day. He resigned both as president and director of the congress. Mr. Schulte's resignation is the direct result of the war between members of the turf body regarding racing dates for this spring and summer. Mr. Schulte said to-night: "I resigned this afternoon, because I received word that the St. Louis and Chicago Jockey Clubs were going to run their meetings regardless of the wishes of the Turf Congress.'

May Run for Presidency Some Day.

SIOUX CITY, Ia., Jan. 20.—A Des Moines special to the Journal says: "The friends of Governor Shaw are generally of the opinion that he should not consider seriously the mention of his name in connection with the vice presidency. It is reported upon the best of authority that he has said to his friends that he did not wish to be considered in this connection, and that he could not think of accepting such a nomination. The friends of Governor Shaw are looking farther ahead, and they have larger ideas and greater ambitions for his future than any second-rate position in this country."

Burned His Rare Books.

TOLEDO, O., Jan. 20.—Marshall O. Waggoner, the infidel whose conversion to Christianity was recently announced, has burned his magnificent library consisting of writings of infidels. The ashes of the books rest in the bottom of the furnace of the Memorial United Brethren Church, of this city, to which he privately consigned them. Many of the volumes were exceedingly rare. There were a large number of manuscripts and prints not to be found in any other library in America.

Tomato Growers Organize.

CINCINNATI, Jan. 20.—The tomato growers of Ohio, Indiana and Kentucky organized to-day, with G. R. Johnson, of Mount Carmel, O., as president, and J. W. Robinson, of Owensville, Ky., as secretary and treasurer. It is proposed to organize a national association of growers, so as to deal with the canning concerns and others controlling the market.

Fraternal Order Assigns.

KANSAS CITY, Jan. 20.—The Supreme Lodge of the fraternal insurance order known as the Knights and Ladies of the Fireside made a voluntary assignment in the Circuit Court to-day. The total assets of the order listed only $2,760. Nothing is stated as to the amount of the order's liabilities.

Unprovoked Shooting Alleged.

COLUMBIA CITY, Ind., Jan. 20.—John Wiesweaver shot and fatally wounded Harmon Barnes in a saloon to-night. The shooting, it is said, was done without provocation as the men had no quarrel.

Street-Car Service.

To the Editor of the Indianapolis Journal:

The franchise of the Indianapolis Street-railway Company, approved by Common Council, April 7, 1899, contains this clause:

"It is also agreed by and between the parties hereto that the said company, party of the second part, shall at all times during the period of this grant, run and operate upon and over each of its said lines a sufficient number of first-class and commodious passenger cars to accommodate the public."

That the company is not complying with this part of its contract on the Pennsylvania street line will be attested by hundreds using that line. Each evening is a repetition of the preceding one, to wit, a jam and a squeeze, the standing passengers rotating around one another like cog-wheels. Indeed it requires considerable athletic ability among the male passengers, who, of course, occupy the aisles, to maintain an upright position. The question is being seriously discussed among the passengers as to whether a school of gymnastics will not be necessary in order that the men may learn to contort gracefully. What the citizens of Indianapolis want is that the company will be so managed that overcrowded cars will not be a part of their daily life. The demand now made is for a necessity, and what can be more of a necessity that street-car room?

PENNSYLVANIA STREET.

Young & McMurray, Tailors, 42 N. Penn. st.

Copy of Statement of the Condition

OF THE

Northwestern National Insurance Company

On the 31st day of December, 1899.

It is located at No. 87 Michigan street, in the city of Milwaukee, State of Wisconsin.

ALFRED JAMES, President.
A. F. JAMES, Secretary.

The amount of its capital is	$600,000
The amount of its capital paid up is	600,000

The Assets of the Company in the U. S. are as follows:

Cash on hand and in banks	$152,353.74
Bonds owned by the company, bearing interest at the rate of 3½ to 7 per cent., as per schedule filed	1,422,520.00
Loans on bonds and mortgages on real estate worth double the amount for which the same is mortgaged, and free from any prior incumbrance	979,156.67
Debts otherwise secured, interest accrued, not due	11,527.29
Debts for premiums, in course of collection (net)	135,741.48
Total assets	$2,701,899.18

LIABILITIES.

Losses adjusted and not due	$5,323.22
Losses unadjusted	37,983.33
Losses in suspense, waiting for further proof	5,979.64
All other claims against the company	7,756.18
Amount necessary to reinsure outstanding risks	1,172,458.01
Total liabilities	$1,229,500.38

The greatest amount in any one risk, $15,000.

The greatest amount allowed to be insured in any one block, $50,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 31st day of December, 1899, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal this 18th day of January, 1900.

W. H. HART,
Auditor of State.

INDIANAPOLIS AGENTS:

Gregory & Appel,
131 East Market St.

Copy of Statement of the Condition

OF THE

Citizens Insurance Company

On the 31st day of December, 1899.

It is located at No. 220 North Fourth street, Rialto Building, St. Louis, Mo.

SOL. E. WAGGONER, President.
J. H. CARR, Secretary.

The amount of capital is	$200,000
The amount of its capital paid up is	200,000

The Assets of the Company in the U. S. are as follows:

Cash on hand and in the hands of agents or other persons	$35,710.95
Real estate unincumbered	5,477.00
Loans on bonds and mortgages on real estate worth double the the amount for which the same is mortgaged, and free from any prior incumbrance	297,250.00
Debts otherwise secured	32,104.97
Debts for premiums	60,790.42
All other securities, accrued interest on mortgage loans	4,473.00
Total assets	$435,806.34

LIABILITIES.

Losses adjusted and not due	$4,103.77
Losses unadjusted	8,660.68
Losses in suspense, waiting for further proof	543.94
Amount necessary to reinsure outstanding risks	46,188.26
Total liabilities	$59,496.65

The greatest amount in any one risk (except fire proof $10,000), is $5,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, auditor of state of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1899, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal this 19th day of January, 1900.

W. H. HART,
Auditor of State.

INDIANAPOLIS AGENTS:

Gregory & Appel,
131 East MarketSt.

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SPECIALTIES OF
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Deformities and Ruptures,
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CATALOGUE FREE BADGES, CHECKS &C.
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Copy of Statement of the Condition

OF THE

Teutonia Fire and Marine Ins. Co.

On the 30th day of December, 1899.

It is located at Nos. 114 and 116 East Third street, Dayton, O.

EDWARD PAPE, President.
J. LINXWEILER, JR., Secretary.

The amount of its capital is	$100,000.00
The amount of capital paid up is	100,000.00

The Assets of the Company in the U. S. are as follows:

Cash on hand and in banks	8,197.51
Real estate, unincumbered	1,800.00
Bonds owned by the company, bearing interest at the rate of — per cent., secured as follows:	
U. S. 4 per cent. bonds, due in 1925, market value	160,500.00
U. S. 4 per cent. bonds, due in 1907, market value	41,220.00
U. S. 5 per cent. bonds, due in 1904, market value	30,422.50
U. S. 3 per cent. bonds, market value	8,800.00
National bank stocks, market value	54,050.00
Barney & Smith Car Co. preferred stock and bonds, market value	10,025.00
Stillwell-Bierce & Smith-Vaile Co. preferred stock and bonds, market value	10,225.00
City Railway Co. preferred and common stock, market value	35,205.00
Dayton Gas Light and Coke Co. stock, market value	7,250.00
Loans on bonds and mortgages of real estate worth double the amount for which same is mortgaged, and free from any prior incumbrance	176,355.18
Debts for premiums	6,956.38
All other securities	2,788.75
Total assets	$553,796.32

LIABILITIES.

All other claims against the company	$323.75
Amount necessary to reinsure outstanding risks	76,189.12
Total liabilities	$76,512.87

Greatest amount in any one risk, $5,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of December, 1899, as shown by the original statement, and that the same original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 20th day of January, 1900.

W. H. HART,
Auditor of State.

INDIANAPOLIS AGENT:

P. Pfisterer,
201½ E. Washington St.

Copy of Statement of the Condition

OF THE

American Ins. Company

On the 31st Day of December, 1899.

It is located at No. 746 Broad street, Newark, New Jersey.

E. O. DOREMUS, President.
J. H. WORDEN, Secretary.

The amount of its capital is	$600,000
The amount of its capital paid up is	600,000

The Assets of the Company in the U. S. are as follows:

Cash on hand and in the hands of agents or other persons	$77,955.15
Real estate unincumbered	272,859.28
Bonds owned by the company, secured as follows:	
United States 4s of 1907, market value	200,000.00
State, county and municipal, 4½ per cent., market value	31,000.00
Railroad stocks and bonds—various rates, market value	882,160.00
Other stocks and bonds	75,600.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance	1,750,261.75
Debts for premiums	183,978.12
All other securities (interest and rents due and accrued)	47,689.58
Total assets	$3,521,503.92

LIABILITIES.

Losses adjusted and not due	$11,767.14
Losses unadjusted	72,937.50
Losses in suspense, waiting for further proof	2,000.00
All other claims against the company	8,464.80
Amount necessary to reinsure outstanding risks	1,415,791.42
Total liabilities	$1,510,960.86

State of Indiana, Office of Auditor of State.

I, the undersigned, auditor of state of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1899, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal this 19th day of January, 1900.

W. H. HART,
Auditor of State.

INDIANAPOLIS AGENTS:

GREGORY & APPEL 131 E. Market St.
HALL & HILL 147 E. Market St.
OHR, HALL & CO. 135 E. Market St.
H. C. TUTTLE & BRO. 4 E. Market St.
F. K. SAWYER 128 E. Market St.

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