

## Democratic Sentinel.

FRIDAY, AUGUST 23, 1878.

### Democratic State Ticket.

SECRETARY OF STATE,  
JOHN G. SHANKLIN, of Vanderburg.

AUDITOR OF STATE,  
MAYNARD D. MANSON, of Montgomery.

TREASURER OF STATE,  
WILLIAM FLEMING, of Allen.

ATTORNEY GENERAL,  
THOMAS W. WOOLEY, of Johnson.

COMMISSIONER OF PUBLIC INSTRUCTION,  
JAMES H. SMITH, of Allen.

REPRESENTATIVE IN CONGRESS,  
MORGAN H. WIDR, of Laporte county.

JUDICIAL CIRCUIT COURT,  
EDWIN P. HAMMOND, of Jasper county.

**Democratic State Ticket.**  
For Clerk—CHARLES H. PRICE.  
For Auditor—E. A. NOWELS.  
For Treasurer—WILLIAM E. MOORE.  
For Sheriff—JAMES SICKEL.  
For Recorder—HOPE B. MILLER.  
For Coroner—CHARLES P. HOPKINS.  
For Commissioner—SAMUEL ERWIN.  
Commissioner, Dist. 1—B. W. HARRINGTON.  
Dist. 2—E. E. ROCKWOOD.

### PUBLIC SPEAKING!

**Judge David S. Gooding**  
Will address the people of Marion and adjoining townships at the Court House, in Rensselaer, on WEDNESDAY EVENING, SEPT. 11, 1878, at 7 o'clock. Everybody invited to attend and hear this distinguished orator and sound reasoner on the issues that are now agitating the minds of all thinking people.

**HON. JOHN LEE,**  
Of Crawfordsville, will address the citizens of White and Jasper counties, at Bradford, next Monday evening, September 26th, at 7 30 o'clock. All are invited to be present and hear him.

**JOINT DEBATE.**  
**Messrs Weir & Calkins,**  
Democratic and Radical candidates for Congress, in the 10th District, will jointly discuss the issues of the day in Jasper county, at the following points and on the days and terms, viz:

Remington, Jasper county, Tuesday, September 3, 7 1/2 p. m.

Rensselaer, Jasper county, Friday, September 6, 2 p. m.

In the joint discussion, the following rules shall be observed:

First.—No offensive personalities shall be indulged in.

Second.—Neither party shall interrupt the other while he is speaking.

Third.—No direct question put shall be answered by way of interruption and each party reserves the right to answer such interrogatory at the next place of meeting, but no more than two shall be put at any one meeting.

Fourth.—No new point shall be introduced during the fifteen minutes close, but it shall be exclusively used by way of reply.

Fifth.—The party opening the debate shall have one hour, and shall then be followed by his opponent, who shall have one hour and fifteen minutes. The party opening shall then have fifteen minutes, which shall close the debate, and no other speaking shall take place at such meeting.

Sixth.—The opening of each debate shall alternate, except as may otherwise be agreed upon.

Seventh.—After the first of September, the canvass shall be confined to the joint debates provided for, as far as either of the parties to this agreement are concerned.

Eighth.—In case of sickness of either, his place may be filled by any person not personally objectionable to the other.

**HON. D. W. VOORHEES,**  
Will address the people of White and adjoining counties, at Monticello on MONDAY, SEPTEMBER 24.

**HON. J. G. SHANKLIN,**  
Democratic candidate for Secretary of State will address the people at the same time and place.

The consul issues a "party-purse" edition, then cautions. "How are the mighty fallen!"

Go to Catt & Smoot for the solid hot smoking tobacco.

The Union has a large gratis circulation, to expire after the election. The arrangement was gotten up to aid in the radical campaign work, and the consul, with an eye to money, would also like to make it an advertising sheet.

Best browned Coffee at Catt & Smoot's. Try it.

Politically speaking, all know the consul to be an expert deceiver. His statement that we appeared before the White county Democratic Central Committee and vouched for Mr. Brown on the "Daniel W. Voorhees question," is one of his little "expedients." We did not see the committee.

White county, however, endorse Messrs. Major and Brown, and will give them such a rousing majority as will cause the consul to examine the map for the location of Turk Island, to which sequestered and salty spot he will be willing to resort even though the fees should aggregate but \$500 per year.

## I., D. & C. R. R.

Opening of the Second Division of the Indianapolis, Delphi and Chicago Railroad.

Press Notices, Commemorative, Incidents, Etc.

The Monticello Herald says:

"The celebration was delightful, and the surroundings could not have been more favorable for the railroad celebration. The formal opening of the new road came off as previously announced, and was all respects a complete success. Large delegations were here from Rensselaer, Lowell, Bradford, Delphi and the country along the line of the new road. The occasion was enlivened by music from the Delphi Monticello bands, and visitors were escorted to the public square upon their arrival."

"Exercises were begun at the court house at 11 a. m. The room was densely filled, and every available space being occupied."

Mr. John H. Wallace, chairman of the committee of arrangements, called the meeting to order and appropriately introduced the chairman, Mr. Rowland Hughes. The names of the Vice Presidents were then called, and those present took seats along side the President."

On motion, the editors present, of all newspapers, were authorized to act as secretaries."

The chairman then stated the object of the meeting, which was for the purpose of celebrating the completion of the second division of the I., D. & C. R. R. to this place."

Mr. H. P. Owens came first among the speakers, being introduced by the president as "Hon. Harry Owens, a young attorney of this place, and one of Kentucky's brightest sons."

Mr. O. delivered an address of welcome, in an appropriate and eloquent manner."

Mr. R. S. Diggins not being present, Mr. S. P. Thompson was called upon to respond to the address of welcome upon the part of Jasper county. He said that while we were celebrating the narrow gauge enterprise, he would say that the hospitalities of Monticello were as broad as the broad gauge—as broad as the universe. He made a brief but pleasing speech, which was enthusiastically received by the audience."

Hon. John Lee, President of the I., D. & C. R. R., then introduced. His remarks embraced a history of the enterprise from the period he took control down to the present time. The speaker closed by telling his hearers to be of good cheer and were long he hoped to be running trains, not only to Delphi, but to Chicago and Indianapolis."

A song was proposed, but in the absence of volunteer singers it was omitted."

Mr. A. W. Seydels was then introduced and favored the meeting with remarks concerning railroads in general, and the narrow gauge in particular. He hoped the road would soon be extended in the northwest to Chicago and in the southeast to Indianapolis. Let the same tract on the part of the part of the builders and couriers on the part of the people be assigned to the north and south, and all these results will soon follow."

Mr. L. D. Sims, of Delphi, and former president of the road, addressed the meeting briefly and to the point. He congratulated the people on the success already achieved, and closed by saying that another railroad Thanksgiving would soon take place at Delphi."

Col. Hubbard was introduced as the king of narrow gauge railroads in the United States. He denied being king, but simply an humble advocate of the narrow gauge system. The Col. gave his experience of eleven years in building the kind of road we have, and clearly demonstrated the great utility of these enterprises and showed a heavy balance in favor of narrow gauge against standard gauge roads. His speech was very interesting."

Mr. Conger, of the Union Stock Yards, Messrs. Wasson, Beebe and Lawrence, of Lowell, and Mr. Wallace, of Monticello, at the conclusion of which the meeting adjourned for dinner."

After dinner the directors held a general way, some visiting the races, while others enjoyed a ramble about the Tippecanoe."

This watchword now is "On to Delphi."

From Delphi Times.  
To the numerous citizens of Delphi who had made preparations to attend the celebration at Monticello, the rain on Wednesday morning was a bitter disappointment. An early start was made, but the rain had determined not to go; but about seven o'clock the skies cleared and gave promise of a fine day. As early as half past six the exodus began; and from that hour to nine the road leading to the river was lined with vehicles of all shapes and sizes. The Times reporter, who was on hand to observe the scene, did not reach Monticello before eleven o'clock, just in time to miss the excursion train to Rensselaer. The train should have waited for him, but it didn't, and consequently, he is unable to provide the anticipated glowing description of a day in the life of the narrow gauge. Late in the afternoon he endeavored to convince the conductor of a train that the interests of the road would be served by running a special train for the Times representative, but he wouldn't do it. Compelled to remain in Monticello, the reporter sought other means of amusement. The facilities for killing time were by no means limited. We first decided to take in the lion of Monticello—the Pen Handle bridge, where a week or two ago, a freight train "took a tumble." We walked out on the bridge, looked at the timbers shivered to shivers by the fearful pluck, listened to the wonderful stories told by eye-witnesses, and in every way enjoyed by the role of an awe-struck spectator. The Pen Handle bridge was destroyed by the Monticello people are indeed wonderful. Of course we believe them, and we are inclined to do so. We even endeavored to read the narrative of an enthusiastic citizen who assured us that the brakeman leaped from the train into the top of a sycamore tree, fifty feet distant, and passed down to the ground without a scratch. We say we endeavored to believe that. If we did not succeed it was owing to a natural predisposition to incredulity which we could not control; for there was the tree, there was the Pen Handle bridge, and the spot where the train went down; all of which were very convincing."

About eleven o'clock a meeting was held at the court house presided over by Rowland Hughes, Esq. Those who were so fortunate as to secure an entrance to the welcome entertained by the address of welcome delivered by H. P. Owens, Esq., and the response by S. P. Thompson, Esq., of Rensselaer. Congratulatory addresses were also delivered by Hon. John Lee, president of the road, Mr. Reynolds, L. S. Sims, Col. Hubbard of Georgia, and others. The preparations for refreshing the inner man were equally complete. An elaborate dinner was set at the court house, and presided over by the ladies of Monticello. Hundreds were fed, and notwithstanding the immense crowd, none were turned away. It was, naturally, one of the most enjoyable features of the entertainment, and

its completeness reflected great honor upon the citizens of Monticello, and the skill and taste of the ladies. At two o'clock the board of directors of the road convened at the court house, together with a number of the citizens of Lake county, and arrangements were inaugurated for the building of the road through that section. The track, of gins and cars of the narrow gauge road, were objects of much interest to the Delphi visitors, and were critically examined. The engines are models of strength and beauty, and the ease with which one of them moved off with a train carrying not less than one thousand passengers called forth expressions of astonishment. So far the road is provided with but one coach. This is an elegant affair, however, and more commodious than would be supposed. The seats can be comfortably occupied by two persons, and the aisle, though narrow, is wide enough for two persons to pass readily. Nothing will so thoroughly disprove a person's mind of prejudice against the narrow gauge system as an examination into its working. The cheapness with which the road can be built and operated is the strongest point in its favor. Not shippers and passengers will find an entire absence of all inconveniences which preconceived ideas have rendered inseparable from the narrow gauge system. In conversation with the officers of the road, we learned that it is the intention of the contractors to at once begin the construction of the line between Monticello and this city. Work will probably commence both here and at Monticello, and the road be pushed forward to its earliest possible completion."

From Monticello Democrat.

Last Wednesday will ever be a memorable day in the history of Monticello. It was the day when we celebrated the completion of the second division of the Indianapolis, Delphi & Chicago railroad—the link which completed the link that united Monticello with our beautiful and prosperous cousin of the prairie—Rensselaer. It was a day of joy and exultation to all of our citizens, for ever since the first survey of the line the project has been bitterly opposed by many, but happily, the men who had the honor to build the road were easily discouraged, and the word "fail" never entered the vocabulary of Messrs. Yeoman, Hegler & Co., the contractors. Every obstacle was bravely met and broken down, and with the assistance and indomitable perseverance and energy of a few of our citizens, the work was pushed forward to its completion. It is a day of which we are justly proud, and which we greet with an every hand, and today, we feel proud of our success, and look forward in bright anticipation of a glorious future."

But, though we may feel proud to-day, we must remember that the work is not done. The road only commenced, and we should continually urge, encourage, and do what we can towards the completion of the line which is to give us an outlet to the great lakes on the north, and the great sea on the south. Let us hope for the day when we can see placed on our railway guides, in glaring letters, "Indianapolis, Delphi & Chicago road, the great line to the West and the East."

"Our opening" was celebrated in a manner befitting our condition and circumstances. Every one was anxious for duty and honor, and the parts assigned to them were of one tenor. The committees appointed, a programme prepared and carried out to the letter."

An early hour the silver cornets and a large number of our citizens, congregated at the depot, to welcome the strangers. At 10 o'clock the first train arrived from Rensselaer, bringing the 700 people, who were to be entertained at the "Freedom of the city." Eleven o'clock was the hour announced for the exercises proper to begin at the court house. The building was filled. Rowland Hughes was vice-president, with the following vice-presidents: Alfred McCoy, Liberty Burns, Dr. Kitchison, John Kane, David Harley, Dr. Fisher, John Deibel, Hiram Mason, Fred Tice, Jesse Watson."

Speeches complimentary were made by the following gentlemen: S. P. Thompson, Rensselaer; Hon. John Lee, president of the road; Col. Hubbard, of Georgia; L. B. Sims, Delphi; A. W. Reynolds and John Wallace, Monticello; Geo. W. Yeoman, the contractor; Mr. Conger, Chicago; Messrs. Wasson and Beebe, of Lowell; and Alfred McCoy, Rensselaer. Each speech was limited to 15 minutes, and the order of addresses, three rousing cheers were rendered for Yeoman, and the strangers we taken to the auditorium of the Presbyterian church where a dinner had been prepared as only Monticello ladies can set the table. Words fail to describe the bill of fare. Many persons were entertained at private residences by friends."

After dinner the directors held a meeting, at which Hon. John Lee presided. After considerable discussion, it was determined that work should be commenced at the court house, in Lake county, or as soon as the citizens of that county would require \$50,000. Several gentlemen were present from that county who stated they would go to work immediately on their own account. Speeches were made by Lee, Yeoman, Richardson and Halstead. Adjourned."

After dinner the visitors were turned loose to amuse, interest and enjoy themselves. The evening train carried them home. The chief amusements for many in the afternoon was at the race grounds of the Tippecanoe, where the first race was held. A number of horses were entered, but with the exception of the running races, no remarkable speed was shown. The races were very interesting, and in every way enjoyed by the spectators."

From Monticello National.

Last Wednesday, the 14th inst., was a grand day for the friends of the Indianapolis, Delphi & Chicago railroad. Monticello was the scene of a grand celebration, and citizens were thrown open to our guests, which have come and gone. The day was a day of joy and exultation to all of our citizens, for ever since the first survey of the line the project has been bitterly opposed by many, but happily, the men who had the honor to build the road were easily discouraged, and the word "fail" never entered the vocabulary of Messrs. Yeoman, Hegler & Co., the contractors. Every obstacle was bravely met and broken down, and with the assistance and indomitable perseverance and energy of a few of our citizens, the work was pushed forward to its completion. It is a day of which we are justly proud, and which we greet with an every hand, and today, we feel proud of our success, and look forward in bright anticipation of a glorious future."

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favorable the audience with the history from the time he took charge of this line down to the present. Mr. Lee is a thorough railroad man, and with such men as him at the helm, the enterprise can't fail. Mr. A. W. Reynolds, one of the warm supporters of the narrow gauge, was introduced, and made some telling remarks, said he for one would push the work very rapidly. L. B. Sims, a former president of the road, was called for and responded in a short speech, congratulating the people along this route on the success of the enterprise. Col. Yeoman, one of the contractors, made a few remarks, telling the people that as soon as the road was ready to be completed, he would push the work very rapidly. L. B. Sims, a former president of the road, was called for and responded in a short speech, congratulating the people along this route on the success of the enterprise. Col. 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