

CITIES OWE MUCH THE CENSUS SHOWS

Bureau Reports American Municipalities Are in Debt Over a Billion.

NEW YORK LEADING LIST

METROPOLIS OF THE UNITED STATES HAS MORE THAN SEVEN TIMES THE INDEBTEDNESS OF ANY ONE CITY.

Washington, July 30.—The bureau of census today issued a statement of the per capita indebtedness of cities for the year 1908. There are included returns from 158 cities, which report a total indebtedness of \$1,718,000,000, of which amount \$664,000,000, or 39.8 per cent is credited to New York City alone. The statement says:

"New York has more than seven times the indebtedness of any other city, and more than one half of the total of the 20 largest cities of the country. The per capita net debt of New York City was \$157.4, and the only other cities having a per capita net indebtedness of over \$100 were Cincinnati, \$128.61; Boston, \$119.48; Galveston, \$113.07; Portland, Maine \$107.41; Newton, Mass., \$106.13; Pueblo, Colo., \$104.01; and Pawtucket, R. I., \$102.78. Of the cities of over 300,000 estimated population the city having the smallest per capita net debt was Detroit \$26.02.

Indianapolis' Debt.

Of the cities having a population of 100,000 to 300,000 those with the smallest per capita debt were Indianapolis, \$17.43; and Scranton, \$19.52. Of the cities having from 30,000 to 100,000 population those having the smallest per capita net debt were Joplin, \$9.69; Erie, \$10.88; Johnston, \$11.10; Newcastle, \$12.45; Terre Haute \$12.56; Newcastle, \$14.16; and Peoria \$14.50."

In explanation the statement says: The indebtedness of cities is evidenced by such forms of debt obligations as general bonds, special assessment bonds, outstanding warrants, mortgages on real property and outstanding judgments. The 'net' debt is the same as the gross debt, less the sinking fund assets. For purposes of comparison the net indebtedness is of much more significance than the gross indebtedness."

The increase in the net debt for the fiscal year 1908 was \$185,877,826, as compared with an increase for 1907 of \$120,030,631, more than three fourths of which increase is credited to the 16 largest cities, and nearly one half of which is credited to New York City.

The report states that in any discussion of indebtedness it should be remembered that the value of public improvements, and especially the amounts expended on public service enterprises, should be taken into consideration. Many cities own their waterworks, some their lighting plants and a considerable proportion of the indebtedness of such cities may have been insured in the purchase or construction of such plants. Thus in New York City 30.9 per cent of the total debt, a much larger percentage than that for most cities, has been issued for the acquisition and extension of such public service enterprises as the water supply system, toll bridges, etc., which enterprises are self supporting.

A first class houseboat may cost from £1,500 to £3,000 to build or be hired for £10 to £25 a week. Accommodation for a party of four to eight is provided but at the very most only one servant can sleep on board. It is usual for the staff to be lodged at the nearest available house. For the sum of £25 a week a most luxurious boat is to be had, containing splendid dining and drawing room and a commodious deck that can be utilized for afternoon tea. Of course the rent is only part of the general expenditure. —London Answers.

ITCHING, BLEEDING ECZEMA WAS CURED

By Cuticura After 5 Years of Suffering Beyond Description — Thought Death was Near — Calls Cure Wonderful.

"No tongue can tell how I suffered for five years with itching and bleeding eczema, until I was cured by the Cuticura Remedies, and I am so grateful want to tell the world for what helped me will help others. My body and face were covered with sores. One day I would get to be better, and then break out again with the most terrible pain and itching. I have been sick several times, but never in my life did I experience such awful suffering as with this eczema, and made up my mind that death was near at hand, and I longed for that time when I would be at rest. I had tried many different doctors and medicines without success, and was about to give up the Cuticura Remedies, insisting that I try them. I began to feel better after the first bath with Cuticura Soap, and one application of Cuticura Ointment.

"I continued with the Cuticura Soap and Cuticura Ointment, and have now four bottles of Cuticura Soap, and consider myself well. This was nine years ago and I have had no return of the trouble since. Any person having any doubt about the Cuticura Remedies, should do the same as I did, write to my address: Mrs. Albie Eaton, 93 Inn Road, Battle Creek, Mich. Oct. 16, 1909."

Cuticura affords the most economical treatment for afflictions of the skin and scalp, from minor eruptions to the most severe cases. A small quantity of Cuticura Ointment, a few drops of Cuticura Soap, and a few drops of Cuticura Oil, will cure almost any skin trouble.

Airships Now Useless in War American Naval Officer Says

BY SIDNEY ESPEY.

Washington, July 30.—"Airships, dirigible balloons, aeroplanes and other kinds of aerial craft, as at present built, are of absolutely no practical use to either the army or navy of the United States."

This is a direct quotation of one of the highest naval officers of the line at present on duty in Washington. Although a keen enthusiast over aerial navigation as applied to the military branches of the government his practical ideas have led him to make an unofficial statement which, it is stated is the consensus of opinion of both army and naval officials. For obvious reasons he will not allow his name to be mentioned. As the United States cannot afford to drop behind other nations in experimenting with various means of offense and defense, experiments will continue to be made in both branches of the service. It is the hope that the aerial craft will ultimately become of great value to these branches as it is pointed out that both the army and the navy need an efficient scouting corps, capable of obtaining advance information of an enemy's movements. For this purpose, it is said airships would be of great advantage. Experiments so far have been made along these lines.

Bomb throwing from craft that sail in the air, have it said, been rather more spectacular than practical. Quick starts, high flying and long distance flying have not demonstrated the efficiency of the craft from a military standpoint. The only lessons drawn from the airship maneuvers, it is said in that in some instances they might be used as scouts. This particularly true in the army, for here, it is said, the airships and balloons have a much wider scope of duty and efficiency. In the navy, however, the airship as well as the balloon has a restricted use and will not be adopted into general use for years to come or until some other inventions are patented which will revolutionize the art.

One of the experiments upon which naval officers have based their opinions is the one conducted some time ago by various aviators of throwing "bombs" from the air upon naval vessels. Usually it is said, that the air craft sailed at about 300 feet from the object and dropped the bombs. At 300 feet, the heaviest gun carried by any warship could put a flying machine out of business. Taken for granted that bombs could be thrown with some accuracy of aim, the damage inflicted upon a modern warship or even a little torpedo boat, it is said would only amount to a "local" matter. But pursuing their line of reasoning just a bit further, officers say that an airship, to be of any value in war, would have to fly at 2,500 feet above the sea level, to get out of the range of guns, if they wanted to inflict any damage on any enemy. At this altitude bomb dropping would be the merest of guess work. Unlike gunnery in the navy, airships would not be able to find the range of an enemy placed where it is intended.

In the navy, gunnery is to a certain extent guess work. Range finding is obtained by firing a preliminary shell. The splash that necessarily follows indicates to the officers the distance of the object and the second shot is made to indicate to him where his missile has fallen. Hence his accuracy would necessarily suffer. In the army however, it is said his marksmanship would be better, but the damage inflicted would be very little.

To make the airship a better means of defense, range instruments would have to be carried by the aviator and besides an extra passenger for the purpose of determining exactly what damage the airship could inflict.

It is also pointed out that men skilled in the art of navigating a ship and of gunnery or rather bomb throwing would have to be employed. Even with an efficient crew the results as obtained by this means of warfare would be approximately small, either in the army or the navy.

In the army a few men would be killed once in a while one of the old line officers remarked. A gun would be smashed here or there or perhaps a part of a defense would be torn apart, but so you would think for one minute that any air ship full of small explosive bombs could seriously cripple an army? I think not, but we can't afford to do away with these experiments as they might lead to other valuable things necessary to an army's equipment."

On the other hand officers of both the army and the navy, who have been actual participants in the demonstrations that have been conducted are very enthusiastic over the new means of carrying on warfare. They point out that the air craft will mean the revolutionizing of the art of war. War hereafter, it is expected will be carried on largely between aerial fleets, and the effectiveness of the navy and the army will depend largely on what is accomplished between rival airships. These officers say that airships can travel way out of range of any of the guns now supplied to either branch of the military arm of the government, carry sufficient ammunition and fire straight enough to wreck either a warship or a fort. Whether it will be possible to so cripple an army corps or not is a fact they say that can only be demonstrated by actual hostilities. Notwithstanding the diversified opinion that exists between experts of both the navy and the army experiments will continue to be conducted by the respective branches and in time it may be the intention of officers to add an aerial fleet to the means of defense now employed by the United States government.

The state department is pointing with pride to the effectual work that has been accomplished by represent-

The Story of a Crime

By MARCEL ROLAND

"It was here," said my friend, as we stopped at a turn of the road, "that old Father Rougnol was murdered last year."

He pointed to a hill near the road all covered with rocks and straggling fir trees and beeches, and added: "The murderers were hidden behind those trees."

"And who was Father Rougnol?" I asked.

"So you don't know the story. Then I will tell it to you, though I warn you, it is melodramatic."

"That does not matter. I am fond of melodramas."

"Well, Father Rougnol was one of those tramps who visit the farms regularly on their rounds to clip the dogs and the horses, and cure all the little ills of domestic animals and birds; but besides these legitimate occupations he was above trying his skill as a poacher. You know that beneath the blouse of nearly every honest French farmer beats the heart of a poacher. The profession does so little harm to anyone and is so useful to the poor people—but whether you think it a crime or not, Father Rougnol was a born poacher."

"One morning as he was returning from a night's vigil at the side of a sick horse he found a fine rabbit caught in one of his traps. He put the still warm body of the animal into a secret pocket in the bosom of his blouse and set out gaily, in spite of his sixty odd years; for his next stopping place was the hamlet of Roudache.

"Suddenly as he passed the very spot where we are now sitting, two men threw themselves upon him."

"Now in explanation of what I am going to relate I must tell you that on that particular day there was to be a

county fair and sale of horses and cows at Varnemont, and the two robbers, who knew this, took Father Rougnol to be a farmer on his way to the market to buy cattle and consequently well supplied with money. They had spent all night among the rocks and trees with the intention of holding up the first passer by, and they landed on the poor poacher."

"Your money or your life," cried one of them and took hold of his arms to pin them to his body.

"But Rougnol, who was still a strong man, stepped back and tore himself loose. Poor fellow! Before he had time to raise his cane—a stout iron bound cane that never left him—the men were upon him."

"So you want to fight," shouted one of them. "Then take this."

"A dagger glistened in his hand and buried itself two or three times in Rougnol's bosom. The poor fellow fell to the ground helpless."

"Suddenly the assassins heard the sound of hoofbeats. A wagon appeared at the bend of the road and they disappeared into the woods leaving their victim in a pool of blood in the dusty road."

"The wagon came up and its occupants, two farmers, got out and looked at the prostrate figure."

"Is he dead?" said one.

"I think so," replied his companion.

"The scoundrels, they have stabbed him. We must get a doctor."

"Yes, and the gendarmes."

"I will run for them. You stay here. But look—he is moving."

"Yes indeed! be careful man. Do not move so much."

"Father Rougnol came to again, drew a deep breath and stared at the

men, bewildered. Then he noticed the blood and turned pale.

"Yes, my friend, badly wounded, I am afraid."

"One of them had the lucky idea of unbuttoning Father Rougnol's blouse and drew forth a magnificent rabbit, streaming with blood gushing from a number of wounds. Father Rougnol himself was quite unharmed."

"From this truthful story you may draw the conclusion that in spite of the engineers say they will refuse to sign their contracts again. If the strike of the engineers develops the Grand Trunk will be tied up in a manner state troops cannot remedy. Strikers say this will bring the company to terms in 24 hours. Having reached an agreement with Sheriff Watson last night Adjutant General McGuire this morning ordered the four companies of the Grand Rapids battalion to break camp and return home, leaving the Detroit troops here until the trouble blows over. The sheriff requested the adjutant general to take this action."

go on strike Sunday when the contracts with the company run out is the claim of the strikers here today.

The engineers are now compelled to work with non-union men as brakemen and conductors, some of whom the state railroad commission has branded as incompetent. If the non-union men are not removed by Sunday some of the engineers say they will refuse to sign their contracts again. If the strike of the engineers develops the Grand Trunk will be tied up in a manner state troops cannot remedy. Strikers say this will bring the company to terms in 24 hours. Having reached an agreement with Sheriff Watson last night Adjutant General McGuire this morning ordered the four companies of the Grand Rapids battalion to break camp and return home, leaving the Detroit troops here until the trouble blows over. The sheriff requested the adjutant general to take this action.

When you feel discouraged, nervous, tired, worried or despondent it is a sure sign you need **MOTT'S NERVINE PILLS**. They renew the normal vigor and make life worth living. Be sure and ask for **MOTT'S NERVINE PILLS** Price \$1.00 WILLIAMS MFG. CO., Provo, Cheyenne, Oba. For sale by Conkey Drug Co.

WILL GO ON STRIKE

125 Grand Trunk Engineers Are Expected to Quit Work Today.

THEIR CONTRACTS EXPIRE

(American News Service) Durand, Mich., July 30.—That the 125 engineers in the employ of the Grand Trunk railway at this point will

DR. J. A. WALLS,

THE SPECIALIST

21 South Tenth St., Richmond, Ind.

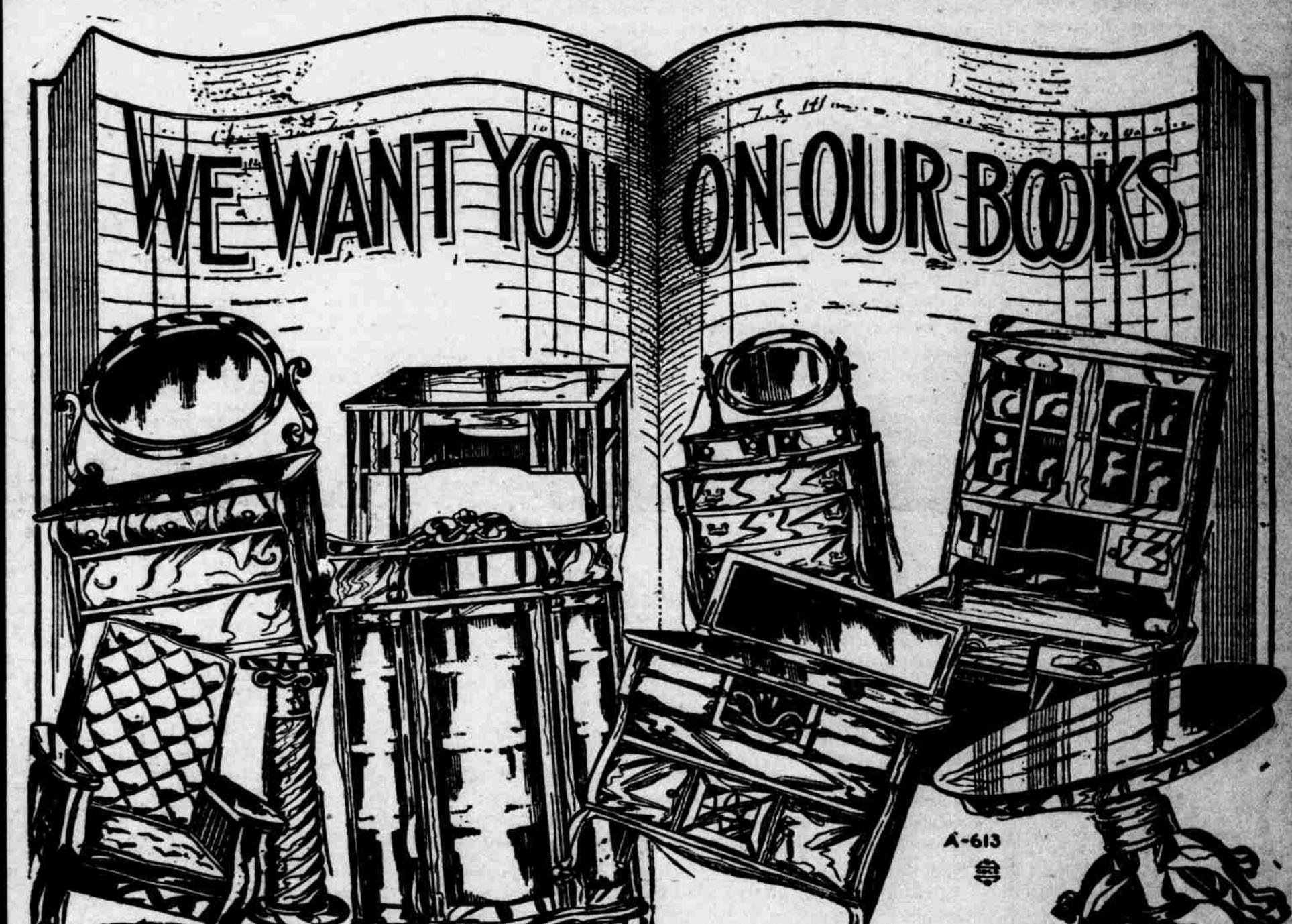
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Disseases, Female Diseases, Diseases of the Heart, Rupture, RUPTURE POSITIVELY CURED AND GUARANTEED.

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Go-Carts (open) from	1.25 up to 5.00	Couches from	19.50 up to 60.00
Go-Carts with tops from	4.95 up to 35.00	Rugs, room size from	12.50 up to 55.00
Chiffoniers from	6.50 up to 35.00	Some extra bargains in Wiltons.	13.50 up to 37.50
A Special Line of Mahogany, Birdseye and Walnut at from	18.50 up to 50.00	Any of our 85c Wool Carpets at75c per yard.
Sideboards from	14.75 up to 65.00	Smaller Rugs from98c to \$5.00
Buffets from	19.60 up to 60.00	Iron Beds from	\$1.98 up to \$18.50
Dining Tables from	9.50 up to 37.50	Brass Beds from	\$18.50 up to \$60.00

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