AFFAIRS OF THE RAILWAYS.

Negotiating for Peace.

PHILADELPHIA, Nov. 23.—The Inquirer tomorrow will say: "It transpired yesterday that negotiations for a settlement of the trunk-line rate war are well under way, and there is a strong probability that the present aspect of affairs will soon be changed. Up to the present time all that has been accomplished is that both the Pennsylvania and New York Central representatives have expressed to each other their willingness to advance rates if any guarantee can be secured that they will be maintained. This applies to both west and east-bound rates. In the negotiations that have occurred, Mr. H. McK. Twombly, a son-in-law of the late Wm. H. Vanderbilt, represented the New York Central. Mr. Twombly came over from New York on Thursday and was entertained by Vice-president Frank Thomson at his residence, at Merion. The situation, as regards east and west bound rates, was thoroughly discussed, and, in addition, the New Yorker conversed with President Roberts and some other of the Pennsylvania officials and directors. His visit was in pursuance of an arrangement made at interviews that occurred earlier in the week.

Vice-president Thomson, when asked about the negotiations, said there was not much he could say, as nothing had been done definitely so far. "It is true," he said, "that there have been several interviews between the representatives of the Pennsylvania railroad and the New York Central at which the subject of the reduction in rates was discussed in a thoroughly friendly spirit. We accomplished nothing because there has been no means suggested by which rates could be maintained if they were advanced."

Mr. Thomson has participated in all the conferences that have been held. In making the statement quoted above he said he covered the whole ground, and further inquiries merely confirmed the idea thus tersely put. Both the New York Central and the Pennsylvania, said Mr. Thomson, were willing to put up rates. The only difficulty was that if they were restored, neither party could have any assurance that they would be kept up. There was no plan known which would prevent future demoralization. Another conference between the Pennsylvania and New York Central people will be held early next week.

Canadian Pacific Comes to Chicago.

CHICAGO, Nov. 23.—The report that the Canadian Pacific has made arrangements to run trains to Chicago is corroborated by J. Francis Lee, the commercial agent of the company in this city. In answer to inquiries Mr. Lee said: "The Canadian Pacific has made all its arrangements to that end. It is now building a road between London and Windsor, Ont., to connect at Detroit with the Wabash system. It will run trains into the city over the Wabash tracks, and will have terminal facilities here in connection with that system."

"Have any arrangements been made for reaching Chicago from the Northwest—say from St. Paul—as reported?"

"I know of no such arrangement and do not think it has been thought of. I do not see what object there would be in such a scheme."

Personal, Local and State Notes.

Grand Chief Sweeney is urging the switchmen at Terre Haute to organize a switchmen's union.

The rates on oil-cake and cotton-seed from Western points to the seaboard have been made the same as on grain.

The Louisville, New Albany & Chicago Railroad Company are building at their shops in New Albany a steel postal car after the design of C. Bailey, of Chicago.

The Pennsylvania Company, for quite a distance in the city of Chicago, is lowering its tracks five feet below the surface, to facilitate the building of several viaducts.

General Manager Bradbury, of the Lake Erie & Western, awarded the contract yesterday for 4,000 tons of steel rails to the Joliet, Ill., mill, to be delivered at the rate of 1,000 tons a month, commencing with March.

Business is so quiet with the Ohio Falls carworks that they have laid off 600 men temporarily. The company have several good orders in prospect, and hope to resume operations full-handed by the 1st of next month.

With the new engines that the Bee-line has purchased this year, and those rebuilt in their own shops, the company now has, practically, fifteen new engines, and before the year closes three more will be out of the shops.

N. K. Elliott, superintendent of transportation of the Vandalia, feels a little blue over the strike, as the road is crowded with business. For some time past the company has been handling an average of 1,100 loaded cars per day on the system.

H. C. Parker, traffic manager of the Lake Erie & Western road, returned from New York yesterday. He reports the prospects for the Interstate Dispatch as being very bright. Within a few months its equipment will be largely increased. In some sense the line is a Lake Erie & Western institution.

The two committees of the Eastern and Western roads, who have been in session most of the week, at Chicago, endeavoring to arrange a new through passenger basis, reached a deadlock when they tried to agree on the percentage that is to affect business from Missouri river points, and adjourned until next Tuesday.

S. A. Stephens, of the Rhode Island locomotive-works, is in the city. Mr. Stephens thinks that Indianapolis would be a grand place for locomotive-works, with its natural gas and large railroad interests, and that if a little enterprise was shown on the part of the citizens some Eastern works could be induced to remove here.

Parties are said to be looking after Lake Erie & Western stock, which can be purchased at quotations, and it is said that it is being bought up in the interest of a strong line; but when the pinch comes it is thought that the parties will find that the Brice syndicate will not let a controlling interest in the property go at the figures the stock is now selling at.

The report of Receiver McNulta, for October, shows the cash on hand, Sept. 30, to have been $578,373.91; receipts for October, $977,173.88, and disbursements, $800,773.16; cash on hand, Oct. 31, $754,722.47. The receipts for the ten months ending Oct. 31, from operation of the road, were $17,182,142.93, and the disbursements in that time, $16,427,420.46.

The president of the Lehigh Valley road gives notice that on and after Dec. 1, the several rail and water routes of the Lehigh Valley Railroad Company will be operated as the Lehigh Valley system, and Charles Hartshorne, vice-president, will have charge of the finances of the several companies, and of the general executive business, in the absence of the president.

The Indiana Midland road is receiving at Brown's Valley, from the Vandalia, six to eight car-loads of block coal a day for distribution along its line. Corn on its line, as well, is beginning to move, and the road is beginning to earn a little more than its operating expenses. The company expects to soon have its own mines at Sand creek opened and furnishing business for it.

It is understood that the Louisville, New Albany & Chicago road will abolish what is known as the Howland Station on getting an independent line into the city, but quite likely the Lake Erie & Western will build a cozy depot there, and encourage business by so doing. It is very convenient for farmers who live out quite a distance to drive in to that station, and then take trains for town, or return after doing their business.

The work of doubling the track of the Chicago & Eastern Illinois road between Momence and Chicago, a distance of fifty miles, is progressing finely, and by Jan. 1 this company will have laid seventy-seven miles of new track in the last year. They have added to their locomotive power in the last eighteen months thirty-five locomotives, partly built by the Baldwin locomotive-works and partly by the Hinckley works, of Boston, Mass.

The Cincinnati, Indianapolis, St. Louis & Chicago road yesterday brought in a train-load of live stock, the cars of which were equipped with air-brakes. With these brakes the engineer handled the train as readily as he could a passenger train, to all appearances. The Bee-line has been using air-brakes on its live-stock trains with great success for some months, and much faster time can be made with a freight train so equipped.

Negotiations are pending which will doubtless result in the Union Railway Company securing the Vandalia depot, which will enable them to straighten their tracks on the west end of the station. The present sharp curves are not only difficult to run over without accident, but straining to long passenger coaches. Probably Mr. McKeen will purchase ground a little north and erect a freight depot of more modern architecture than the present one, which was built thirty-six years ago.

In commenting on the putting on of a through sleeping coach between Indianapolis and Washington, a general passenger agent said that if one was put on and run until it had become well established there would be no trouble to its becoming a paying institution. The trouble in the past has been that it has been put on, run a month at a time, and because it did not pay big was hauled off. He added that some of the best paying lines in the country were run for years at a loss until they had became so well known that they could be depended upon, and then travel sought that route.

More litigation seems to be brewing for the Toledo, St. Louis & Kansas City Railroad Company. A bill in equity was brought on Thursday before the full board of the Supreme Court of Massachusetts, by A. G. Pettibone and others, against the Toledo, Cincinnati & St. Louis Railroad Company and others. The T., C. & St. L. was a part of the T., St. L. & K. C. road prior to its reorganization. The Bostonians lost so much money on this road that they are watching every opportunity to recover something, but in legal circles it is thought there is little chance that they can do so.

Miscellaneous Items.

Fifty-four railway companies and thirty-two fast-freight lines have offices and representatives in Chicago.

The statement that the Illinois Central is behind the scheme to build a railroad from Sioux City to Salt Lake City is officially denied.

It is stated that during this year over $100,000,000 has been expended in extensions and improvements to ninety of the leading roads of the country.

The Vanderbilts placed one-half of their order for steel rails with the Scranton mill at $26.50, and the other part of their order with a Pittsburg mill at $26 per ton.

No more freight for east-bound shipment by lake will be received at St. Paul after to-day. The railroads now have an opportunity to advance rates and make some money.

It is believed that President Corbin is carrying out the wishes of the Pennsylvania people when he refuses to accept business from Western lines, except at full tariff rates.

Within the last week the Chicago, Burlington & Quincy and the Union Pacific have each placed orders with a Pittsburg mill for 10,000 tons of steel rail, weighing seventy pounds to the yard.

The Jay Gould syndicate has recently purchased 50,000 shares of the Atchison, Topeka & Santa Fe road, which is making some of the original stockholders of the company somewhat anxious.

The Erie directors are looking for another appeal from the English stockholders for a dividend, at least on the prefered stock, but the management is disposed to use its surplus in improving the property.

It is estimated that the revenue of the leading roads in the Trunk-line and Central Traffic Association territory have earned ten million dollars less money in the last few months than they would if they had maintained tariff rates.

The Mexican Central road has just let contracts to an American bridge company for two iron truss bridges, one to span the Chubiscar river, another to cross the Lorma river. Each will have a central span over 250 feet long.

Buffalo has one of the most flourishing Railroad Young Men's Christian Associations in this country. They have a fine hall in which entertainments are given every two weeks. Reading-rooms and bath-rooms are attached to the hall.

The building of a road from the southern boundary of Montgomery county, Kansas, to Coffeyville, Mo., is to be commenced at once by the Missouri Pacific. The company will then be independent of the Missouri, Kansas & Texas road.

The Chicago, St. Paul & Kansas City, which made such a plucky and interesting fight before the Interstate Commission to be freed from the operation of the long-and-short-haul clause, has just issued its annual report, which shows that the road has suffered seriously in its earnings through the operation of the interstate law.

The Southwestern lines are said to have agreed upon a plan of settling their rate troubles. The plan embraces a clearing-house for competitive business, and a board of arbitrators consisting of the presidents of the roads, who are clothed with power to fix rates and enforce them under penalty of discharge for every subordinate officer detected in cutting rates. The same plan, if simplified a little, could be adopted to great advantage in many other sections of the country.

THE STREET-CAR SERVICE.

Several Changes in the Operation of the Various Lines That Take Effect To-Day.

The street-car service will be largely changed this morning, the schedule including the operation of new lines. New cars of the latest pattern are to be used on the Pennsylvania-street line, and by the first of the year the Illinois-street line will also have new cars. The various lines hereafter will be run as follows:

MISSISSIPPI STREET—Running from North Mississippi street, near Eighth, south to Indiana avenue; thence on Indiana avenue to Illinois street, south on Illinois to Washington, east on Washington past the transfer car to Meridian, south on Meridian to Georgia, West on Georgia to Illinois, thence south to the depot.

ILLINOIS STREET—From the turn-table, near Tenth street, south on Illinois to Washington, east on Washington street past the transfer car to Meridian, south on Meridian to Georgia, west on Georgia to Illinois, thence south to the depot.

PENNSYLVANIA STREET—From the turn-table, near the Exposition building, south to Seventh street, west on Seventh to Pennsylvania, south on Pennsylvania to Washington, west on Washington past the transfer car to Illinois street, thence south to the depot.

ALABAMA STREET AND CENTRAL AVENUE—From the corner of Tenth street and Central avenue south on Central avenue to Home avenue, west on Home avenue to Alabama street, south on Alabama street to Market street, west on Market street past the market and City Hall to the Circle, southwest on the Circle to Meridian street, south on Meridian to Washington street, west on Washington street past the transfer car to Illinois, thence south to the depot.

COLLEGE AVENUE—From Tenth street south on College avenue to Christian avenue, west on Christian avenue to Central avenue, south on Central avenue to Fort Wayne avenue, thence on Fort Wayne avenue to New Jersey street, south on New Jersey to Massachusetts avenue, down Massachusettes avenue to Pennsylvania, south on Pennsylvania street to Washington, west on Washington past the transfer car to Illinois street, thence south to depot.

WEST WASHINGTON STREET AND COLUMBIA AVENUE—From Seventa street south on Columbia avenue to Home avenue, west on Home avenue to Peru street, south on Peru street to Massachusetts avenue, down Massachusetts avenue to Pennsylvania street, south on Pennsylvania to Washington street, west on Washington street past the transfer car to the Washington-street stables west of the river.

WEST WASHINGTON STREET AND CLIFFORD AVENUE—From Woodruff Place west on Clifford avenue to Massachusetts avenue, down Massachusetts avenue to Pennsylvania street, south on Pennsylvania to Washington street, west on Washington past the transfer car to Haughville and the Insane Hospital.

STOCKYARD AND NOBLE STREET—From the corner of East Michigan street and the Union tracks west on Michigan street to Noble, south on Noble to Ohio, west on Ohio to East, south on East to Washington, west on Washington past the transfer car to Illinois, south on Illinois street to the depot and through the tunnel to South street, west on South to West street, south on West to Morris street, west on Morris to Hadley avenue and stockyard.

EAST WASHINGTON AND SOUTH MERIDIAN STREETS—From the Deaf and Dumb Institution west on Washington street past the transfer car to Illinois street, south on Illinois street to the depot, and through the tunnel to Russell avenue, south on Russell avenue to Meridian street, and south on Meridian street to the Belt road.

INDIANA AND VIRGINIA AVENUE—From Pratt street south on West street to Indiana avenue, down Indiana avenue to Illinois street, south on Illinois street to Washington, east on Washington street to Virginia avenue, down Virginia avenue to the corner of Prospect and Shelby streets, down Shelby street to Willow, and out Prospect to Reed street.

BLAKE AND MCCARTY STREETS—From St. Clair street south on Blake to New York, east on New York to West street, south on West street to Washington, east on Washington street past the transfer car to Pennsylvania street, south on Pennsylvania to South street, east on South to Delaware, south on Delaware to McCarty, east on McCarty to East, and south on East street to Morris.

ENGLISH AVENUE AND IRVINGTON—From the transfer car on Washington street east to Virginia avenue, down Virginia avenue to South street, thence via South street, Fletcher avenue and Pine street to English avenue and Irvington. Cars leave the transfer car for Irvington every hour, and every half hour to English avenue and the city limits.

CROWN HILL—Car leaves Union Depot every two hours, on the even hour, from 8 o'clock in the morning until 6 o'clock at night, following the Illinois-street route within the city limits, and directly north on Illinois street to the Crown Hill entrance, and west to the entrance on Mississippi street.

As soon as the Madison-avenue extension is completed it will be connected with the Mississippi-street line by way of the tunnel to South street, east on South to Delaware, south on Delaware street to Madison avenue, and south on Madison avenue to Nebraska street.

General Harrison's Salad Dressing.

Letter in Chicago News.

The President-elect is a dainty rather than a heavy eater. His favorite dish is a salad of lettuce or water cresses, or something of that sort, and a recipe for the dressing, written in his own hand some years ago and running as follows, is a valued relic kept by an Indianapolis friend:

"For each person, four tablespoonfuls of oil and a little more, one and a half of vinegar, a saltspoonful of salt, one of black pepper, two of dry mustard, and a pinch of red pepper. The dry materials mix first, then put in the oil, and last the vinegar. Add a shred of garlic and a pinch of celery salt."

HOOD'S Sarsaparilla is a purely vegetable preparation, being free from injurious ingredients. It is peculiar in its curative power.

CULLINGS FROM THE COURTS.

Trial of Wm. Bain on the Charge of Passing Counterfeit Money.

John Bain, who, with his brother, William and one Saph, were arrested at Goodland for passing five-dollar counterfeit silver certificates, pleaded guilty in the United States District Court, yesterday morning, and in the afternoon went upon the stand as a witness for the defendant at the trial of the brother. The two were merchants at Goodland, and through their trade the government is seeking to prove the money was issued. John Bain, while readily confessing his own participation in the crime in putting the notes in circulation, acquitted his brother. The government claims that William furnished the money, and bought the draft which was sent to McKinzie and Brownley, at London, Ont., from whom the counterfeits were obtained. McKenzie and Brownley have since been arrested and convicted. George Tullis testified that at Bain's store three of these counterfeits were given him in change for $20, and when he discovered the character of the money, he was compelled to lose half of the money, and take the other in trade, before the matter could be settled. The trial is still in progress.

Supreme Court Matters.

The new term of the Supreme Court begins on Monday next, and call day will be the Tuesday following. The new docket shows fifty-one more cases than there were on the one of last term, there now being 1,135 cases pending. This indicates that the court is falling behind its business at the rate of about one hundred cases a year, the records showing that the new business is not increasing more rapidly than heretofore, but, on the contrary, coming in more slowly. Since the expiration of the commission to assist the judges, which began in 1881 and terminated in 1885, the cases have run up from 630 to 1,135, and it is probable some action will be taken at the coming session of the Legislature to clear the dockets. There are several plans proposed, some of the attorneys favoring an increase in the number of judges, some preferring a revival of the temporary-commission plan and others advocating the creation of an intermediate appellate court.

Judge Irvin Disposes of Law-Breakers.

In the Criminal Court, yesterday, Asbury O'Neal, charged with setting fire to the excelsior manufactory, was pronounced guilty by Judge Irvin, and sentenced to the penitentiary for eight years. Michael C. Boyle was found guilty of robbery, but the Judge took the punishment under advisement. The long pending case against Laura March, charged with securing furniture from Born & Co. under false pretenses, was taken up, and the argument heard.

Attorney Patterson's Trial.

William Patterson, the attorney, was placed on trial in the Mayor's Court, yesterday, charged with disturbing a political meeting held in Tomlinson Hall two weeks before the election. He demanded a trial by jury, which was granted. He is acting as his own attorney. He has filed in the Superior Court a damage suit for $15,000, on account of the arrest.

Pleas of Guilty.

In the United States Court, yesterday, Geo. W. Rose and Daniel Allen, both of Fort Wayne, pleaded guilty, the former to a charge of violating the revenue law and the latter to that of personating an officer. Rose was fined $10 and costs, and Allen's sentence was taken under advisement.

Mrs. Warner Guilty.

Mrs. Lucy Warner, the woman arrested in company with Louis Mount, of Springfield, Ill., was found guilty by Judge Irvin, yesterday, on the evidence through which Mr. Mount was convicted. She was fined $25 and sent to the workhouse for ten days.

An Incorrigible Youth.

Thomas Bachman, fourteen years of age, was sent to the Reform School by Judge Irvin, yesterday, for incorrigibility.

The Court Record.

UNITED STATES DISTRICT COURT.
Hon. W. A. Woods, Judge.

United States vs. John Bain; counterfeiting. Plea of guilty. Sentence reserved.

United States vs. Wm. Bain; counterfeiting. Trial in progress.

United States vs. George W. Rose; violating revenue law. Plea of guilty. Fined $10, with costs.

United States vs. Daniel Allen; personating an officer. Plea of guilty. Sentence reserved.

SUPERIOR COURT.
Room 2—Hon. D. W. Howe, Judge.

Henry H. Poulter vs. Schnull & Krag; suit to recover possession of money. On trial by jury.

Room 3—Hon. Lewis C. Walker, Judge.

Enoch H. Moore et al. vs. David Staum et al; mechanic's lien. Finding for plaintiff for $81.44.

L., N. A. & C. R. R. vs. Jacob Whitsel; account. Dismissed and costs paid.

New Suits Filed.

Cutler & Savidge Lumber Company vs. Geo. W. Winpenny; complaint on note. Demand, $150.

Sarah M. Wheeler vs. Edward Wheeler; complaint for divorce. Allegation, abandonment.

CRIMINAL COURT.
Hon. William Irvin, Judge.

State vs. Lucy Warner; illicit relation. Tried by court, found guilty, and committed to the work-house for ten days and fined $25.

State vs. Michael C. Boyle; robbery. Tried by court; under advisement.

State vs. Asbury O'Neal; arson. Tried by court, found guilty, and sentenced to the penitentiary for eight years.

State vs. Laura March; obtaining goods under false pretense. On trial by court.

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Nov. 23, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna Building:

Thomas Barnett to Ada V. St. Clair, lot 36, in J. M. Ridenour's Highland Home subdivision	$700.00
Trinity College to Bladen A. Kendall, lot 8, in Downey's Arsenal Height's subdivision of Bryan's addition	250.00
Fred W. Roessner to Chas. E. Hamilton, lots 7 and 8, in Lynch's subdivision of Hutchings & Darnell's addition to Brightwood	1,400.00
Nicholas McCarty et al. to Jennie Flathers, lot 471, in McCarty's tenth Westside addition	275.00
J. Augustus Lemcke to Mattes Iutte, lots 28, 29, 30 and 31, in block 20, in Beaty's addition	1,200.00
George W. Moore to John W. Fort, lot 55, in Gibson's subdivision of block 23, in Johnson's heirs' addition	2,700.00
Chas. E. Reynolds to Savannah B. McCormick, lot 19, in Reynolds & Co.'s addition to Haughville	225.00
F. M. Churchman et al. to John C. Shoemaker, lots 6 and 7, in Tucker & Dorsey's addition	500.00
Rebecca E. Darnell to John C. Shoemaker, lot 70, in McCarty's third Westside addition	900.00
Sylvanus Leonard to Nathaniel B. Howell, part of lot 7, in Williamson's addition	800.00
Nicholas McCarty et al. to Henry E. Shepherd, lot 454, in McCarty's tenth Westside addition	300.00
Benjamin F. Teal to Drucella Hinds, part west half of northwest quarter, section 34, township 17 north, range 5 east	325.00
Conveyances, 12; consideration	$9,575.00

Chip of the Old Block.

Burlington Free Press.

Tubley—Well, my little man, what would you do with a ten-cent piece if I should give it to you?

Freddie—I would put it into the little brass ship that papa gave me for a bank.

Tubley—That's right. You are papa's own boy. He puts his money into a schooner almost every night.

Free Reclining-Chair Cars.

Via the popular "Bee-line," are run on the night express trains between Indianapolis and St. Louis. These chair cars, which many prefer to sleepers, leave the Union Station daily at 11 P. M., and, returning, leave St. Louis at 7:05 P. M. These trains also have a local sleeping car to and from St. Louis, which is a new arrangement that will be appreciated by our patrons. Sleeping-car berths and tickets can be secured at No. 2 Bates House, Union Station, and 138 South Illinois st. T. C. PECK, P. A.

DIED.

KARRMAN—Mary, wife of Julius Karrman, in the twenty-eighth year of her age. Due notice of funeral will be given in Sunday paper.

TUTEWILER,
UNDERTAKER
72 W. Market st.—Cyclorama Place—Telephone 216.

CHURCH SERVICES.

Baptist.

FIRST BAPTIST CHURCH—NORTHEAST CORner Pennsylvania and New York streets. Rev. Reuben Jeffery, D. D., pastor. Services at 10:30 and 7:30 p. m., by the Rev. Dr. Walker, of Morgan Park, Ill. Sunday-school at 2:15 p. m.

Christian.

CENTRAL CHURCH—CORNER OF Delaware and Ohio streets. Preaching at usual hours by D. R. Lucas, pastor. Subject, 10:30 a. m., "Consider the Lilies;" 7:30 p. m., "Second Coming of Christ." Sunday-school at 2:30 p. m. All are welcome.

Congregational.

MAYFLOWER CONGREGATIONAL CHURCH—St. Clair street, near East. Public service on Sunday, at 10:30 a. m. and 7:30 p. m. Rev. E. C. Evans, of St. Paul, Minn., will occupy the pulpit. Sunday-school at 2 p. m. Society of Christian Endeavor at 6:45 p. m. Strangers cordially invited.

PLYMOUTH CHURCH—CORNER MERIDIAN and New York streets. Oscar C. McCulloch, minister. Services Sunday morning and evening by the pastor. Morning subject, "The Power Behind Evolution;" evening, "Through a Glass Darkly." Monday evening, classes in arithmetic, books, reading, grammar, short-hand, "George Eliot;" Tuesday, at 4:30, Hawthorne's "Marble Faun," mechanical drawing at 7:30, second meeting of travels class, subject, "The Roman Forum;" Wednesday evening, open meeting of Institute; Miss Meeker, of Louisville, will give an account of a visit to the Wagner Festival at Beyreuth. Thursday evening, 7:30, class in bookkeeping and penmanship. Friday evening, at Tomlinson Hall, Camilla Urso.

Methodist Episcopal.

CENTRAL-AVENUE METHODIST EPISCOPAL Church, corner of Central avenue and Butler street. Rev. J. H. Ford, D. D., pastor. Preaching at 10:30 a. m. and 7:30 p. m. by the pastor. Class-meeting at 9:30 a. m. Sunday-school at 2:15 p. m.; W. D. Cooper, superintendent. Young people's meeting at 6:30 p. m. Strangers cordially welcomed.

MERIDIAN-STREET M. E. CHURCH, CORNER Meridian and New York streets. Rev. H. A. Cleveland, D. D., pastor. Preaching, 10:30 a. m. and 7:30 p. m. Evening subject, to young men, "Coming Out of Obscurity." Sunday-school, 2:15 p. m. Congregation will meet with Roberts Park Church services on Thanksgiving day. Sermon by Dr. Cleveland.

ROBERTS PARK M. E. CHURCH—CORNER Delaware and Vermont streets. Rev. S. A. Keen, D. D., pastor. 9 a. m., class-meetings; 10:30 a. m., preaching—theme, "A Parable of Gratitude;" 2:15 p. m., Sabbath-school; 6:30 p. m., class-meetings; 7:30, p. m., evangelist services; Wednesday, 7:30 p. m., song social—admission free; Thursday, 10:30 a. m., union Thanksgiving service of the Meridian-street and Roberts Park congregations, in this church; sermon by Rev. H. A. Cleveland, D. D.; special music. Everybody welcome.

Presbyterian.

FIRST PRESBYTERIAN CHURCH—SOUTHwest corner Pennsylvania and New York streets. The pastor, Rev. M. L. Haines, D. D., will preach tomorrow at 10:45 a. m. and 7:30 p. m. Sabbath-school at 9:30 a. m. Society of Christian Endeavor at 6:45 p. m. Union Thanksgiving service Thursday, at 10:30 a. m., in Second Presbyterian Church.

SECOND PRESBYTERIAN CHURCH—CORNER Pennsylvania and Vermont streets. Rev. James McLeod, D. D., pastor. Public worship at 10:30 a. m. and 7:30 p. m. The pastor will preach in the morning. In the evening there will be a meeting in the interest of truant, wayward and homeless boys. Col. Hogeland, along with several of our city pastors, will speak. Sunday-school at 2:30 p. m. Young People's Society, 6:45 p. m. Union Thanksgiving service Thursday, 10:30 a. m. Dr. E. P. Whallon, pastor East Washington-street Presbyterian Church, will preach. The usual Thursday evening prayer-meeting will be omitted.

SEVENTH PRESBYTERIAN CHURCH—CORNER of Cedar and Elm streets. R. V. Hunter, pastor. Preaching morning and evening by the pastor. Sunday-school at 2:30 p. m. Y. P. S. C. E. at 3:30 p. m. Sundays. The young ladies will give the "Blackbird" cantata, in Pfafflin's Hall, on Wednesday evening. One hundred children, with chorus, take part.

TABERNACLE CHURCH—CORNER OF MERIDian and Second streets. Rev. J. A. Rondthaler, D. D., pastor. Preaching at 10:30 a. m. by Rev. Howard A. Johnson, of Cincinnati. Sunday-school at 2:15 p. m. Young People's Society of Christian Endeavor at 6:45 p. m. No evening service.

UNITED PRESBYTERIAN CHURCH—CORNER of Massachusetts avenue and East street. Rev. J. P. Cowan, pastor. Preaching at 10:30 a. m. and 7:30 p. m., by Rev. W. H. French, D. D., of Cincinnati.

ANNOUNCEMENTS.

SANITARY HOME—AT 334 N. NEW JERSEY st., Indianapolis, Ind. Chronic diseases and diseases of women a specialty. The methods employed are electricity, Swedish movements, baths and other hygenic agents. RACHEL SWAIN, M. D.

ASTROLOGER—MRS. DR. ELLIS TELLS LIFE'S history by the planets—where to go, what to do to have success in business, health and happiness. If sick or in trouble, wish to know what to do for the best, consult the Doctor at once. 23 East Michigan street.

REMEMBER DONATION DAY FOR THE COLored Orphans' Home—On Nov. 27, from 8 a. m. to 6 p. m., ladies will receive donations at Talbott's wood and willowware store, opposite postoffice. Any thing needed in such an institution thankfully received.

WANTED—SITUATIONS.

WANTED—SITUATION BY A FIRST-CLASS male cook. 118 W. Georgia st.

WANTED—FEMALE HELP.

WANTED—TWO EXPERIENCED LAUNDRY girls to go to Bloomington, Ind. Call on W. R. MATHEWS, at Weddell Hotel, between 7 and 10 a. m.

WANTED—SALESMEN.

WANTED—TRAVELING SALESMEN TO SELL the retailer our Spring Cassimeres, Jeans, Cottonades, Ginghams, Cheviots, as a side line. Address PHILADELPHIA MILLS, Box 131, Bryn Mawr, Pa

WANTED—AGENTS.

AGENTS WANTED TO SELL GOODS IN WESTern Indiana and eastern Illinois. Address J. E. WALLACE, Frankfort, Ind.

WANTED—LADY AGENTS FOR "A" SKIRT and bustle combined; also "B" hose supporters. Our Galesburg agent cleared $108 in ten days. LADIES' SUPPLY CO., 287 W. Washington st., Chicago.

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