

WILL MEET THE ALTON'S CUT

Leslie P. Farmer Says the Great Trunk-Lines Will Reduce Passenger Fares, and That if the Boycotted Road Makes Another Reduction a Rate-War Will Ensnue—Six Months' Traffic on Indianapolis Lines.

Leslie P. Farmer, passenger commissioner of the Trunk-line Association, said yesterday that the boycott, so-called, by the trunk lines and their affiliated companies, of the Chicago & Alton railroad was still in force, and was, so far as he knew, entirely effective. With reference to the cut by the Chicago & Alton in its rates between Chicago and St. Louis and Chicago and Kansas City, Mr. Farmer said that, as he understood it, this cut had nothing to do with the boycott by the trunk lines, and was not a result thereof, but was simply due to the desire of the Chicago & Alton company to protect itself from a cut that would be made in Chicago between the points named by Western roads.

The cut would, of course, be met in New York city and points east by the trunk lines on through tickets to St. Louis and Kansas City, the difference between the cut rate and the regular rate being prorated between the trunk lines and the Western roads in proportion to their mileage. Should the Alton, however, cut the rate still further in retaliation for the boycott, the trunk lines would not object, and would of course follow suit. If that should be the policy of the Alton, and it should be kept up long enough it would set a precedent in Chicago for a through ticket from New York to St. Louis or Kansas City. Thus should the rate between New York and Kansas City be cut, the trunk lines and the Western connections would divide that between them, but the Alton would have to pay the full price for a ticket to Chicago, and so would have to carry the passenger from St. Louis to Chicago for nothing. Mr. Farmer did not think that the Alton would cut to that extent such a rate, but that the passenger agents will not meet again for two weeks.

At the office of the Chicago & Alton railroad in New York, substantially the same reason was given by Chas. O'berg, the company's general Eastern passenger agent, for the cut between Chicago and St. Louis and Chicago and Kansas City that was made by Mr. Farmer. Mr. O'berg said he did not think the company had any intention of beginning a rate war by making such a cut in through rates, but should such a course be adopted his company would probably not have to pay \$2 for a ticket to Chicago on the trunk lines, he said, "do not stick together so well as that, and if there was such a cut in through rates as suggested there would be at least one trunk line which would be glad of the Alton's business."

Business of the First Half of the Year. On inquiry among the higher officials of the roads centering here, and of those of other roads in the State, it is found that the business of 1891, in its first six months, has been very satisfactory. The first four months nearly every road in the State showed increased earnings over those of the first four months of 1890; the last two months there has been a gradual falling off in freight traffic, but in looking back to the conditions when 1891 came in it is a surprise that the decrease in business was not felt earlier. For the first four months of the year the question was, where does all the business come from? Apparently, last fall, all the grain which would naturally be shipped over the Indianapolis roads had been marketed. In looking over the weekly statements it is shown that only in three weeks this year was the total movement of loaded cars less than in the corresponding weeks of 1890. The best feature of the situation is that the decrease was all in through business. A study of the car movement from week to week shows that some twenty thousand fewer cars carrying through business were handled in the six months ending with last week than in the corresponding half year of 1890, while there were nearly sixteen thousand more cars handled that were billed as local business than in the first six months of 1890. As regards the better maintained Indianapolis roads, which was wholly in east-bound traffic, as in but two weeks in the first six months of this year was the west-bound movement better maintained in this territory than east or west of the terminals of Indianapolis lines. The Chicago division of the Big Four showed about a thousand fewer cars handled in the first six months of 1891 than in the corresponding period of 1890. The falling off on the Big Four is not so much in the falling off wholly with the old Bee-line and the I. & S. L. divisions, while the weaker lines in the Big Four system—the Cairo & Vincennes and the C. & W.—showed more through cars than in any former year. With the Big Four lines, and in fact, all Indianapolis roads, local business the first half of 1891 exceeded that of the corresponding year, and in this connection it is proper to say that the passenger departments of the Big Four, the Cincinnati, Hamilton & Dayton, the Lake Erie, the Pennsylvania, and the Pennsylvania lines have made a record of which they need not be ashamed. The increased passenger earnings over the first six months of 1890, and the fact that there has been hard and earnest work done. Both the freight and passenger departments are now working on the same question will be how to provide equipment, not how to get business. The outlook is admitted by all to be the most promising at any time in many years.

Another Threat from the Alton. The interesting contest between the Chicago & Alton and Chairman Finley is growing hotter. Mr. Finley's action in issuing a circular setting forth the arrangements for the meeting of the Society of Christian Endeavor, to which the signatures of all the general passenger agents of the Chicago & Alton were attached, elicited yesterday a forcible letter from General Passenger Agent Charlton. The latest action of Mr. Finley's office would only force the Alton company to issue its own circulars, and take individual action in the matter of making rates and arranging for the carrying of its business. Mr. Charlton intimated that if this course were forced upon him his road would proceed to protect its own interests in its own way, without regard to any rules that others might wish to lay down for its guidance.

Personal, Local and General Notes. Wm. M. Greene, ex-general manager of the Big Four lines, is spending a few days in New York. J. A. Barnard, general manager of the Peoria & Eastern road, is expected home from New York to-day. J. A. Sheppard has been appointed traveling passenger agent of the Wabash Niagara Falls Short-line, vice J. L. Hazzard, resigned. W. W. Middleton to-day takes the agency of the Indianapolis & Vincennes road at Roman, vice R. H. Beem, transferred to Spencer, Ind. The new freight tariff agreed upon by the Central Traffic and Trunk-line associations on articles made from iron and steel goes into effect July 3. The Big Four in May received two thousand tons of new steel rail, and in June the same amount. There is yet six thousand tons to be delivered under the contract. The only change in the directory of the Peoria & Eastern road at the meeting on Monday was the substituting of Joseph Ramsey, Jr., for Wm. M. Greene as director. W. F. Vaill, city passenger and ticket agent of the Chicago, Burlington & Quincy at Omaha, Neb., is in the city, accompanying the military companies from Omaha. Fred Ellison, claim agent of the Vandalias, is becoming anxious about his position. In June he was not called upon once to investigate a claim for personal injury to

employees or persons traveling on that company's trains, or for fires caused by sparks from locomotives, the killing of cattle or other animals, or the death of a man. W. D. Wilson, agent of the Lackawanna line at this point, has so far recovered from his recent illness, which was of a paralytic nature, that he was at his office for a short time yesterday. Commencing with Sunday next, the Indianapolis, Decatur & Western will run a passenger train between Indianapolis and Montezuma every Sunday, the train leaving the Union Station at 7:30 A. M. Edgar Hill, late general freight agent of the Big Four lines, has been elected president of the United States Bar-wire Company. In Mr. Hill's retirement from railroad service the roads lose an able freight man. J. H. Pinkham, conductor on the St. Louis & Cairo Short-line, was in the city yesterday, the guest of John Orin, of the Vandalias. Both rank among the oldest passenger conductors in service running into St. Louis. The Wabash is building an extensive side-track at Huntington, Ind., to the limestone quarries. The switch is put in chiefly for the benefit of Fort Wayne, which will use the structure to a considerable extent in improving its streets. The Southern Passenger Association has made the rate of one first-class fare for the round trip to the National G. A. R. Encampment, in August, the Eastern Passenger Association has made a rate of \$15 from Boston to Detroit and return, good Aug. 2 to 30. The traffic managers of the Western Freight Association were in session yesterday trying to agree upon points in Illinois from which Chicago, Peoria and St. Louis rates shall apply on traffic to the Missouri river. The conclusion was reached. William M. Blythe, administrator of the estate of Wendell Strope, has been authorized by Probate Commissioner O'Brien to accept \$3,000 damages in compromise, from the Louisville, New Albany & Chicago road, for the death of Strope in a railway accident, which occurred April 13, 1890. O. F. Parkhurst, general freight agent of the Indiana Midland road, is in the city. He seems sanguine that the business of the road is to be so heavy this fall that all its financial troubles will be overcome and the road cut out of its hard place. His anxiety is as regards cars to move the business which is in sight the next few months. A great demand for reapers that agricultural houses are ordered to ship them by express. D. K. Folsom, agent of the American express, states that in the last thirty-six hours eight reapers complete have been shipped east by that company, something which has not occurred in the fourteen years he has been general agent of the company here. At the meeting of the Chicago freight commission of the Central Traffic Association yesterday, to further consider the notice of the Michigan Central of the proposed increase in the dressed beef rates from Boston, authority was received from Chairman Blanchard to reduce the rate from 46 1/2 cents to 45 cents per one hundred pounds, taking effect July 3. The St. Louis, Alton & Springfield road, which the Wabash to-day takes control of, prior to the Wabash going into the hands of the receiver, five years ago, was a part of the Wabash system. On the receiver's taking it the Fisher syndicate purchased it. It extends from Grafton to Alton, at which point it is connecting the St. Louis division of the Big Four, and over which it has been running its trains into St. Louis. The office of superintendent of bridges and buildings on the Big Four lines has been transferred to J. H. Mitchell, who held the position, will be retained in the service of the company, but in what capacity has not been decided. Bridges and buildings will now come under care of the engineers of maintenance of way. No new structures can be put up without orders from the general superintendent. The Illinois Finley's decision by which the Illinois Central was called upon to pay a fine for failing to put into effect the order advancing passenger rates from St. Louis was upheld. The case was reversed by the arbitrators, to whom the case was appealed. The arbitrators hold that the Illinois Central's action was justified by the declaration of the Chicago & Alton that it would refuse to advance the rates. The position of general eastern passenger agent of the Big Four, filed by T. S. Timpson, is to-day abandoned. On May 1 the position of Mr. Timpson was removed from New York to Buffalo. Mr. Timpson has represented the Bee-line, then the Big Four, the East for a number of years, and has been a general superintendent of the road. To-day the receivers of the Missouri, Kansas & Texas railway will turn the road over to the stockholders of the company and new officers will take charge of the Indiana State Denial Association began yesterday in the rooms of the Indiana Dental College, and will continue three days. The officers of the association are: President, C. Allen Bond, Muncie; vice-president, S. B. Brown, Fort Wayne; treasurer, Merit Wells, Indianapolis; secretary, R. W. Van Valzah, Terre Haute. The opening address was not as large as was expected, about thirty members being present. The association met at 10 A. M., and the morning hours were taken up with reports of officers and members. The afternoon and evening sessions a number of papers were read on purely technical topics. Among these were papers by Dr. Alex. Jameson, Indianapolis, on "A New Method of Crown and Bridge Work," by Dr. G. E. Hunt, Indianapolis, on "Therapeutics, Origin and Treatment of the Disease," by Dr. M. H. Chapman, Knightstown; Dr. M. F. Ault, Kokomo, and others. The attendance to-day will be interesting, as the greater part of the day will be given to clinics in operative dentistry. The election of officers will take place this afternoon. There will be no evening session, as the association will be entertained at Woodruff Place. To-morrow morning there will be clinics on mechanical dentistry. Hon. Edgar A. Brown, Judge Edward A. Mulford, vs. George M. McKenzie et al.; slander. Dismissed by plaintiff. Nancy E. Woodruff, Administratrix vs. Silas T. Bowen; damages. Demurrer to complaint sustained and refused to amend same. Judgment on demurrer against plaintiff. Appeal to Supreme Court. Lee F. Thompson vs. Lavina Thompson; divorce. Dismissed by plaintiff. First Presbyterian Church of Noblesville vs. George C. Kichwine. Motion for new trial overruled. Did Not Register Correctly. Ex-Alderman Riley is tired of trying to be assistant superintendent of the fire department telegraph without any qualification for the service, and has therefore resigned. He does not give up that position graciously or with modesty that would become a man who recognizes that something more than a politician is required for the place. In order for the Board of Public Safety to appoint some other ward-worker to wait for electrician Holderman's shoes, it was Mr. Holderman, the superintendent of the fire department, who was to give way to Riley after the latter had served a month or two apprenticeship as his assistant.

MINOR CITY MATTERS

Local News Notes. The old law firm of McDonald, Butler & Snow has become Butler, Snow & Butler, the last being the name of the firm. The Soldiers' and Sailors' Orphans' Home got a warrant for \$9,900, yesterday, from the Auditor of State, on account of its June maintenance. For other purposes one for \$1,200 was obtained. Annie Kammerer and Nora Bannon, fifteen and thirteen years of age, respectively, ran away from the home of the Board of Charities, 1111 North Illinois street. The police were notified to arrest and detain them. Marriage licenses were issued, yesterday, to William C. Viles and Irene Richardson, to Wm. O. McClain and Gertrude Kozzage, to George O. Ross and Florence E. Wallace, to George Schaefer and Mollie G. Sage, to Christopher C. Lites and Louise Hoffman, to Joseph Renshaw, to Dorra, John Ross and Emma Gebhart, Edward Dickinson and Mabel Whitton, Francis M. Deboy and Daisy N. Smith.

Personal and Society. Mr. and Mrs. James W. Morris have returned from West. Mr. and Mrs. James W. Morris have returned from West. Mr. and Mrs. James W. Morris have returned from West.

Major and Mrs. Morton will go to Chicago this morning to visit their son, Dr. Morton, for a few days. Mrs. Husted, of Michigan, is visiting her daughter, Mrs. Ida Harper, on North Pennsylvania street.

Mr. J. F. Ramsey is visiting her daughter, Mrs. Chapman, and family in Brooklyn for a few weeks. Mr. and Mrs. E. C. Atkins will leave to-day for a trip to Mexico. They will be absent several weeks.

Dr. Barney D. Royston, of Evansville, is visiting the family of Mr. P. L. Geissler at No. 387 Park avenue. Mr. W. H. Wicks, of Terre Haute, is expected to-day to visit the former's sister, Mrs. George W. Breconit.

Mrs. John West and daughter, Miss Lola, of Denver, Col., are the guests of Mrs. W. Schacht at No. 430 North Illinois street. Miss Mary Taylor gave a delightful informal party Monday evening, to a few friends, at her home on East Washington street, beyond the Deaf and Dumb Institution.

Mrs. William Scott has issued invitations for a reception, Friday morning, from 10 to 12 o'clock, at her home, on North Delaware street, in honor of Miss McLoel and Miss DuBois.

Mr. and Mrs. W. J. Kercheval had a quiet little celebration of their silver wedding last night at their home on College avenue. The party was given by the ladies, and comprised only relatives. There were numerous handsome gifts of silverware and the occasion was one of much pleasure.

ORPHANS' HOME LAWN FETE. The annual lawn fete and band concert was given last evening at the Orphans' Home, and there was a very large attendance, both inside and outside the fence. The grounds were lighted with colored Chinese lanterns and numerous torches, and the building was brilliantly illuminated throughout. The When Band rendered a programme of rare excellence and variety, in which several solos were introduced particularly in the most commendable applause. The building was thrown open for the inspection of visitors, and the superior order in which it is kept was highly appreciated. The board of managers enlisted the interest of their young friends, who assisted in serving refreshments of ice-cream and cake, and in disposing of numerous articles in the most commendable manner.

MEETINGS AND OTHER EVENTS. Dentists' Association. The thirty-third annual meeting of the Indiana State Dental Association began yesterday in the rooms of the Indiana Dental College, and will continue three days. The officers of the association are: President, C. Allen Bond, Muncie; vice-president, S. B. Brown, Fort Wayne; treasurer, Merit Wells, Indianapolis; secretary, R. W. Van Valzah, Terre Haute.

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CULLINGS FROM THE COURTS

Pettit and Grand Jurors to Try State and Federal Cases. Following is a list of the federal court jurors who will decide the fate of the men under discussion and who will be tried week after next: John W. Morton, Barton; James Singer, Veederburg; L. Husey, Francisco; Lester F. Baker, South Bend; George H. Wilson, Fort Wayne; John W. S. Urey, Brook; Noah L. Bunnell, Moran; Andrew J. Tipton, Coal City; Lafayette Lockwood, Indianapolis; H. L. Groninger, Laketon; William Holeward, Jeffersonville; John S. Moore, Plainfield; Joseph Obencian, South Whitley; John M. Stewart, Spencer; William A. Seitz, Muncie; Kibbourn Mills, Brookston; Simon Bland, Colvertville; George L. Knox, colored, Indianapolis; Richard Milburn, Portersville; William A. Bell, Indianapolis; Thomas Diven, Ellettswood; Warren Mason, Mason P. O.; Willis Armstrong, Owensville; K. M. Dill, Morgantown.

Notes from the Dockets. Harold Taylor was yesterday, on motion of Livingston Howland, admitted to practice law in the Circuit Court. William Clafey qualified yesterday as administrator of the estate of Christine Clafey. He gave a bond of \$200. Special Judge Charles Cox yesterday sent Thomas E. Hill, thirteen years of age, to the Reformatory. Hill was convicted of stealing a watch.

A motion made yesterday in Judge Harbo's court for a new trial, in the case of Anna J. Kerlin vs. The National Accident Insurance Company, will be acted upon at the September term. Edward L. Mulford yesterday dismissed his suit for slander against George McKenzie and others of the American Ticket Company. Mulford is not a member of the association, and the defendants have withdrawn all charges against him.

A writ of habeas corpus was granted by Judge Woodruff against Silas T. Bowen, the plaintiff seeking damages for the loss of her husband at the Bowen-Merrill fire. Judge Woodruff yesterday sustained a demurrer to the complaint, and an appeal has been taken to the Supreme Court.

THE COURT RECORD. SUPERIOR COURT. Term 1—Hon. Napoleon B. Taylor, Judge. Newark Machine Company vs. Jacob D. Myers et al.; note. Judgment for plaintiff for \$327.25. E. J. Williamson et al. vs. Theodore M. Eckert et al.; mechanics' lien. Judgment for plaintiffs for \$105.16. Margaret Royer, Administratrix, vs. John McCray et al.; note. Judgment for plaintiff for \$228.71. Margaret Royer, Administratrix, vs. John McCray et al.; note. Judgment for plaintiff for \$415.15. George F. Phinney vs. Ely M. Bronson; note. Judgment for plaintiff for \$348.30. Robert J. Martin vs. Martin; support and divorce on cross-complaint. Trial by court.

General Term. John J. Gallagher, by next friend, vs. George F. Adams et al.; Cause reversed. J. H. Clarke et al. vs. Manufacturers' Marine Fire Insurance Company, Affirmed. Room 2—Hon. James W. Harzer, Judge. Prussia vs. Prussia Company vs. Charles Doepfers et al.; replevin. Finding for defendants. Buil-road Saving and Loan Association vs. Chicago & Alton Railroad Co. for foreclosure. Judgment for plaintiff for \$223.12. Meroy Murry vs. City of Indianapolis and Patrick Harold. Dismissed by plaintiff. J. H. Clarke et al. vs. Manufacturers' Marine Fire Insurance Company, Affirmed. Judgment for plaintiff for \$55. Margaret Royer vs. Zeph. Hollingsworth; note. Judgment for plaintiff for \$228.71.

Anna J. Kerlin vs. National Accident Insurance Company; motion for a new trial. Under advisement. Prussia vs. Prussia Company vs. Charles Doepfers et al.; replevin. Finding for defendants. Bradlee, Holton & Co. vs. Gilmer Bray; foreclosure. Dismissed. Indianapolis Brewing Company vs. Patrick Monaghan; foreclosure. Judgment for plaintiff for \$200. George K. Schofield et al. vs. William Davidson et al.; street improvement. Judgment for \$200.10. William Hadden, Receiver, vs. David T. Wigginton et al.; account. Judgment for plaintiff for \$55. Newton Wilson vs. Citizens' Street-railroad Company; Motion for a new trial overruled, and judgment on verdict for \$4,500. Appellated.

John R. Porter, Administratrix, vs. Geo. W. McCray; note. Judgment for \$131.50. Edward A. Wiesenthal vs. Grace Wiesenthal; divorce. Decree granted plaintiff. Silas T. Bowen vs. Lawrence H. Hadden; appeal from Mayor; peddling without license. Dismissed. Julius Katzenstein et al. vs. John M. McIntire et al.; account. Judgment for plaintiff for \$184.34. James Tobin et al. vs. Lewis G. Deschler; mechanics' lien. Dismissed.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Edward A. Mulford vs. George M. McKenzie et al.; slander. Dismissed by plaintiff. Nancy E. Woodruff, Administratrix vs. Silas T. Bowen; damages. Demurrer to complaint sustained and refused to amend same. Judgment on demurrer against plaintiff. Appeal to Supreme Court. Lee F. Thompson vs. Lavina Thompson; divorce. Dismissed by plaintiff. First Presbyterian Church of Noblesville vs. George C. Kichwine. Motion for new trial overruled.

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Colored Men Are for Harrison. The Editor of the Indianapolis Journal: I see that the Democratic State organ comes forward with another of its lies, in Monday's issue, headed "Anti-Harrison Colored Advocates," in this and other Indiana cities, with Indianapolis as headquarters. I have inquired of our leading men, and all are opposed to Graham. Among some of the gentlemen of sterling worth and influence who favor Harrison over Graham are: Hon. Philander Outland, Dr. John McKeen, Hon. William Fate, Kevs. M. Lewis and Ben. Smith (the latter has more political influence than any Afro-American in the city), Hon. W. H. Harrison, and Hon. J. C. Gresham, all are united for Harrison. Every person of common sense must admire the clear and progressive administration of the Board of Public Safety. This so-called anti-Harrison movement is nursed and agitated by a few sore-head political tricksters. The progressive men of color do not believe in the cry of "race," and neither do they want to see a man appointed or elected to office because he is a so-called colored man; but want to see a

THE NEW YORK STORE.

OUR PRINCIPLE OF BUSINESS IS TO SELL ONLY RELIABLE GOODS AT FAIR PRICES. To Buy Wisely BUY NOW MILLINERY No Old Stock, every Hat we offer made this season. New and Stylish Hats in Black and Colors at 5c, 9c, 13c and 21c. New, Fresh Flowers, not shop-worn or tumbled, at 5c, 8c, 17c, 35c and 43c; the cheapest worth 25c, many worth \$1.50. All TRIMMED MILLINERY marked to half price. GLOVES Ladies' Black and Taffeta Gloves marked from 35 and 50c to 12 1/2c per pair. Ladies' Taffeta and Spun Silk Gloves marked from 50c to 17c per pair. Ladies' Black and Colored Silk and Taffeta Gloves marked to half price, 25c per pair. Special lines in Black Silk Mitts at 25c, 35c and 50c per pair. FLAGS for the FOURTH We have marked down prices on all Wool and Cotton Bunting Flags, to close out this week. HAVE YOU VOTED? The handsome Sword and Belt, to be presented to the most popular officer connected with the Interstate Prize Drill, is causing an excitement. Every purchase entitles to a vote. Vote for your favorite, early and often. All Dry-goods Stores being closed on Saturday next, July 4, we shall keep open on Friday night until 9.30 p. m. PETTIS DRY GOODS CO. BUSINESS DIRECTORY. BELTING and SAWS EMERY WHEELS, Specialties of W. B. Barry Saw & Supply Co., 132 & 134 S. Penn. St. All kinds of Saws repaired. MILL SUPPLIES AND OILS Circular Saws, Belting, Emery Wheels, Files, Wood and Iron Pulleys, Oil Caps and Grinders. Telephone 153. THE MILL CO. INDIANAPOLIS STOVE CO. MANUFACTURERS OF STOVES AND RANGES. 85 and 87 South Meridian street. NEW PLANING MILL, 160 to 174 South New Jersey street. E. H. ELDRIDGE & CO. ALL KINDS OF HOME-FINISH LUMBER, SHINGLES, ETC. BILLS' STEAM DYE-WORKS, 26 & 28 Marais Ave. and 95 North Illinois st. Clean Whites cleaned equal to home-pressed. 75 cents and \$1 per pair. J. R. RYAN & CO., Commission Merchants, Wholesale Dealers in Grain, Flour, Feed, Hay, etc., 62 and 64 East Main Street. MARY C. LLOYD, DENTIST, Room 19 over Fletcher's Bank, opp. New York store. REMOVAL. MAY BROS. - MANTELS. Have removed to northeast corner Delaware and Ohio streets, where they show the largest stock of Mantels in the city. Call and examine our goods before placing orders. WOOL S. F. GALLOWAY. Solicits correspondence on WOOL. 200 South Pennsylvania st. MEGILLIARD & DARK, Oldest and Largest Fire Insurance General Agency in Indianapolis. Office—Thorp Block, 63 and 65 East Market street. NEW AND REFITTED SCALES. W. H. CHAMBERLIN, SR., corner Georgia and Post streets, Ind. Special attention given to testing and repairing scales. DENTIST. E. E. REESE, 25 & 27 East Ohio st., bet. Meridian and Canal. Nardley & Marston Co., Estab. 1851. Founders and Machinists. Mill and Elevator Builders. Indianapolis, Ind. Stollers Mills, Mill Machinery, Reapers, Mowers, etc. Take street cars for stockyard. Liebig COMPANY'S EXTRACT OF BEEF "IN DARKEST AFRICA," By Henry M. Stanley. The Liebig Company's Extract was of the Liebig and meat soups had to be prepared in sufficient quantities to serve out cups to each week. Liebig's Extract was "Fragrant." "This Liebig's Extract to crawl next my tent." "I have used Liebig's Extract for the first time last week. It is a most delicious and healthy food, and with a little of it, and with a little of a pint of hot milk made from Liebig's Company's Extract of Beef, I could eat and sleep like a king." "Genuine only with face of Henry M. Stanley." "Beware of cheap imitations. Liebig's Extract in blue ink across label, thus."

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Real-Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 8 P. M. June 30, 1891, as furnished by Elliott & Butler, abstractors of titles, Hartford Block, No. 54 East Market street. Emma Schumacher to William B. Akin, lot 27 and 28, in Schumacher's East Washington-street addition. Charles E. Griffin, trustee, to John W. Vall, lot 60, Kenwood. \$1,400.00. John C. Shoemaker to Cicero Seibert, lot 20, in Benton & Campbell's Farm Place. 1,800.00. Frank Eckert to Cicero Seibert, lot 14, in Benton & Campbell's Farm Place, and Campbell's Farm Place. 750.00. Charles F. Robinson to Arthur Hubbard's Hill Place. 400.00. Leora Akers to Margaretta B. Wood, lot 10, in Benton & Campbell's Farm Place, and Campbell's Farm Place. 866.00. West Indianapolis, heirs' addition to West Indianapolis. 325.00. Charles E. Griffin, trustee, to John W. Vall, lot 165, in Fletcher's Woodlawn addition. 2,000.00. Painter, part of lot 100, in Spann & Co.'s first Woodlawn addition. 3,000.00. Charles E. Griffin, trustee, to John W. Vall, lot 10, in Spann & Co.'s first Woodlawn addition. 1,645.00. Emma Harly to Jacob Miller, lot 19, in Heister's second West Indianapolis. 1,100.00. John A. Westfall to John Small, lot 236, in Ogilvie's East Park addition. 400.00. William C. Spiegel to Christian Hattmeyer, lot 37, in Bralshaw's subdivision. 2,300.00. Charles E. Griffin, trustee, to John W. Vall, lot 10, in Spann & Co.'s first Woodlawn addition. 5,000.00. The Homestead Improvement Company to Griffiths & Potts, lot 82, in Spann & Co.'s first Woodlawn addition. 500.00. The Homestead Improvement Company to Alfred G. Potts, lots 4, 12, 20, 28, 36, 44, 52, 60, 68, 76, 84, 92, 100, 108, 116, 124, 132, 140, 148, 156, 164, 172, 180, 188, 196, 204, 212, 220, 228, 236, 244, 252, 260, 268, 276, 284, 292, 300, 308, 316, 324, 332, 340, 348, 356, 364, 372, 380, 388, 396, 404, 412, 420, 428, 436, 444, 452, 460, 468, 476, 484, 492, 500. 5,000.00. The Homestead Improvement Company to John Griffiths, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50. 5,000.00. The Homestead Improvement Company to Ada B. Raper, lot 156, in Spann & Co.'s first Woodlawn addition. 2,500.00. Charles S. Grant to John W. Demaree, north half of lot 26, in square 12, in Fletcher's Park, northeast addition. 750.00. Nicholas McCarty to Margaret M. McCarty Harrison, part of lot 5, in Spann & Co.'s first Woodlawn addition. 20,000.00. Fred A. Gregory to Margaret E. Bryant, lot 27, in Peterson's North Meridian-street addition. 1,600.00. Addison Bybee et