

ESTABLISHED 1823.

All Go at the One Price.

Men's Sack and Cutaway Frock Suits, most of them strictly all-wool, at

\$7.35

Every Suit guaranteed worth not less than \$10, and a majority of them are \$12 suits. We got them at a price that we can, on a close margin, sell them at this figure.

ORIGINAL: EAGLE 5 & 7 West Washington St.

MURPHY, HIBBEN & CO. IMPORTERS, JOBBERS. (Wholesale Exclusively.)

POINT D'IRELAND LACES. Showy patterns of exceptional value. Colors include Tans, Pearl Gray, Rose, Orange, Nile, Lilac, etc.

SILK MITTS AND GLOVES. We offer the well-known Brighton Fast Blacks in all grades. Out Sizes in all numbers.

TO THE TRADE. We offer a few cases special—Woman's Button Brown Oozetop Dongola Faced, regular sizes, net 75 cents per pair.

McKEE & CO., WHOLESALE BOOTS AND SHOES, 93 & 95 South Meridian St., Indianapolis.

CLEVELAND, CINCINNATI, BIG 4 ROUTE. Chicago & St. Louis.

FIRST NIAGARA FALLS EXCURSION OF THE SEASON, Wednesday, June 22, 1892.

On account of the many reduced rates offered for Christian Endeavor conventions, Educational Association meetings, Knights Templar Conventions, and others...

\$5 FOR THE ROUND TRIP. Indianapolis to Niagara Falls, and \$6 TO TORONTO.

Leaving time of trains and other details will be given hereafter. Plenty of fine sleeping-cars and first-class coaches are provided for this excursion.

AS SMOOTH AS ANY IN THE LAND IS THE C. H. & D., WITH 5 DAILY TRAINS TO CINCINNATI. LEAVE INDIANAPOLIS 6:45 a. m., 10:57 a. m., 2:56 p. m., 6:20 p. m.

TICKET OFFICES—Corner Illinois street and Kentucky avenue, 134 South Illinois street, and East Station, H. J. HENRY, General Agent.

PITCH GAS TAR FOR SALE. INDIANAPOLIS GAS CO. 49 South Pennsylvania St.

FIRE INSURANCE. Liverpool and London and Globe, 845, 898, 176 Leadenhall, 19,333,404, 1,244,133, 7,761,920, 884,394, 5,879,393, 879,378, 1,568,306, 1,659,961.

JNO. S. SPANN & CO., Agents, 80 East Market Street.

COLUMBIA FLOUR. BEST IN THE WORLD. ACKIE MILLS, West Washington St. 87¢ FOR WAGON WHEAT

Fair, warmer, west winds. In Knee-Pant Suits we are showing the following shapes in all the fabrics known:

The Jersey, The Tillard, The Tuxedo, The Junior, The When, The Middy, The Zouave, The Vestee, The Sailor.

In Single-breasted Suits and 3-piece Suits, superior workmanship and prices the lowest. If you live out of the city send for catalogue of Styles, or if you will state about price Suit wanted will send you samples of cloth from which to make selections.

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RIGHTFUL WRECK AT CLEVELAND

Head-End Collision of a Big Four Accommodation and Fast Freight Train.

Five People Killed, Four Fatally Injured and a Fear that Half a Dozen More Dead Are in the Mass of Wreckage.

While Anywhere from Six to Fifteen More Were Wounded Less Seriously.

Three of the Dead Victims of the Accident and One of the Injured Were Employees of the Company Residing in This City.

Their Remains Brought to Indianapolis and Met by Brother Railroaders.

Stories of Eye-Witnesses—Freight Car Forgotten the New Schedule—Fatal Accident on the Norfolk and Western.

HEAD-END COLLISION. Five Men Killed and Many Injured in a Big Four Wreck at Cleveland.

The summer schedule of the Chicago division of the Big Four was inaugurated yesterday with one of the most serious accidents that has occurred on the road for years. Five people, three of whom resided in Indianapolis, are dead as a result of the smash-up, and three others are seriously injured, while a number of passengers were more or less bruised and shaken up.

The wreck occurred at 8:15 A. M., in the midst of a heavy storm, upon a curve which rounds a bluff on the Ohio river near Cleveland. There passenger train No. 89, an exclusively Sunday train, known as the Aurora accommodation, going east, met through freight train No. 45, coming west, head on, at full speed.

FORGOT THE NEW SCHEDULE. The freight had orders to stop at North Bend to let the accommodation pass. Under the old schedule the trains passed at another point some miles further on.

Instead of stopping for the freight the engineer pulled ahead and approached Cleveland running about twenty miles an hour. Why he did not stop at North Bend will never be known, as he is dead, but it is thought that in his anxiety over the storm, which might have washed out bridges, he forgot the new schedule and hurried on.

As the train approached Cleveland Chas. Smith, the telegraph operator, was shocked, for he knew it should have stopped at North Bend, and that the accommodation, a few minutes overdue then, was but a short distance away, running forty-five miles an hour to make up lost time. Smith rushed to the signal wires and dimmed out the danger signal. Either it was not seen in the blinding rain or the engineer could not control his engine, for it sped on without lessening speed.

As the freight started, a messenger rushed to Cleveland. The fire-braker, people rushed to the scene and prevented the wreck from burning up. The wounded were removed to Cleveland under the care of Dr. Hughes, of that place. Dr. Muscorff, of Cincinnati, with two aids, soon came to the scene, and the best care possible was given the injured.

THE DEAD AND INJURED. David S. Highwood, conductor on No. 45, was forty years of age and resided at the corner of Georgia and Dillet streets. He leaves a wife and four children, three boys, aged fourteen, twelve and six, and a girl one year old. He carried \$1,500 insurance in the Railway Official's Accident Association of this city. He was a member of the Knights of Pythias. William H. Higgs, engineer on No. 45, leaves a wife and three children, the eldest of which is seven years of age. He was a member of the Brotherhood of Locomotive Engineers, in which organization he carried insurance to the amount of \$1,500, also \$1,000 in the Order of the Iron Hall. Mrs. Higgs was prostrated with grief from the shock and was in a critical condition last night.

Hiram Bruce, fireman on No. 45, leaves a wife and ten-month-old child at Greenburg, Ind. He boarded at 17 Spang avenue, Frank Keefe, brakeman on 45, lives with his parents, No. 43 Harrison street. He received serious injuries and was considerably out and bruised about the head and face.

A committee from the different railway organizations met the 11:15 train from Cincinnati, which brought the bodies of Higgs and Highwood to this city, and under their directions Powers & Murphy removed the body of David Highwood to his home, and Krege & Whitsett took charge of the injured man Keefe, and the body of engineer Higgs.

Frank Keefe, brakeman on 45, lives with his parents, No. 43 Harrison street. He received serious injuries and was considerably out and bruised about the head and face.

Neither of the engineers was on his regular run; both were making special trips in the place of the regular engineers. Higgs was running in the place of engineer Brown, who had just been through a small wreck and was a little bit shaky yet. Edwards was running in the place of Charles Woolen.

A Defective Switch Causes a Disastrous Wreck on the Norfolk and Western. Special to the Indianapolis Journal.

HAGERSTOWN, Md., May 15.—The fast train on the Norfolk & Western railroad, composed of one sleeper and two coaches, a baggage and an express car, which leaves here shortly after 12 o'clock, was wrecked twelve miles south of here this morning by jumping the track and dashing into three loaded freight cars which were standing on a siding.

Conductor Hayes was killed instantly, and ten passengers were seriously injured, two of whom will die. All these were in one of the day coaches. Those in the other cars only suffered a severe shock. Several legs and arms were broken and one passenger had his head fractured. The injured (all men) were brought back to Hagerstown, where some lie at the Hotel Hamilton and some at the Baldwin House. One coach and one freight car were smashed to splinters. Late this evening a jury was impaneled who declared the accident due to a defective switch. Captain Hayes, the conductor, was thrown against the rocks along the road

and killed instantly. Among the injured are John Hank, aged nineteen, of Lewis-town, Pa., badly injured, will likely die; P. Hank, father of the above, cut about the head; William Balingor, of West Fairfield, Pa., cut about head and body, badly injured; R. B. Chaney, of St. James College, and a man supposed to be D. A. Rogers, of Buchanan, Va., badly hurt.

HAS NO JUDICIAL POWERS. Decision Affecting the Constitutionality of River and Harbor Acts of Congress.

CINCINNATI, O., May 15.—Judge Sage, of the United States District Court, yesterday rendered a decision in the case of the United States against the commissioners of Muskingum county, Ohio. The decision is a very important one, as it declares that the river and harbor act of Congress is unconstitutional, so far as it gives to the Secretary of War judicial powers. The case grew out of an order from the Secretary of War, who furnished the Muskingum county commissioners plans and specifications for constructing a span for a bridge near Zanesville, O. The bridge was built at the expense of the State, but as it interfered with navigation the commissioners were instructed by the Secretary of War to construct a span. The commissioners demurred, saying that the structure was not in accordance with the act of the State legislature. The work was done and the commissioners had no money for improving the bridge they would have to secure the same through the judicial act of the State legislature. The work was done and the commissioners had no money for improving the bridge they would have to secure the same through the judicial act of the State legislature.

Judge Sage set aside the verdict for two reasons. First, the commissioners did not, at least, waive their right of appeal to the State for funds. They were not given time to make alterations. The Legislature could not get together and authorize the appropriation of money. Judge also held that the river and harbor act conferred upon the Secretary of War judicial powers, which were unconstitutional on the ground that they really are vested in Congress. The case will be appealed to the United States Circuit Court of Appeals, and will be made a test case.

STAGE ROBBER CAPTURED. Arizona Charley, Who Was Left to Die by Arizona Pete and Arizona Jim.

Special to the Indianapolis Journal. REDDING, Cal., May 15.—One of the robbers who held up the Redding and Weaver-ville stage last night was captured at 4 o'clock this afternoon, four hundred yards from the scene of the robbery. He was found lying in a ditch, almost exhausted, and was brought here by a deputy sheriff and posse this evening. He gives the name of "Arizona Charley," says there were three in the gang, and that his companions robbed him and ran off, leaving him to die. He says their names were Arizona Pete and "Arizona Jim." He is about five feet tall, all the way from the knee to the eye.

Another dispatch says: The robber who was captured at Redding, Cal., was a man named Harry Carter. He was a well-known character in the neighborhood, and was known to the sheriff. He was captured at 4 o'clock this afternoon, four hundred yards from the scene of the robbery. He was found lying in a ditch, almost exhausted, and was brought here by a deputy sheriff and posse this evening.

SHORT-LIVED STREET-CAR STRIKE. Cleveland Mortormen and Conductors Win After Being Out Five and a Half Hours.

CLEVELAND, O., May 15.—The shortest street-car strike on record, considering the men involved and the immense amount of traffic tied up, occurred here to-day. Promptly at 6 o'clock this morning the mortormen and conductors on the East Cleveland street-railroad line went out. This railroad controls the traffic of nearly the entire eastern half of the city. About four hundred employees reported at the yards of the company, but refused to operate the cars until their demands were granted. They had been working eleven to twelve and one-half hours a day at \$1.25 cents per hour for mortormen and \$1.00 cents for conductors. They demanded \$3 for a day of ten hours for both mortormen and conductors. This was refused at a meeting of the railroad officials Saturday.

Sunday morning not a street-car was moving on the lines of the company, and hundreds of church-goers in the fashionable section along Euclid avenue and Prospect street were compelled to walk. Meanwhile, at the Lakeview terminus of the road the president and vice-president of the company attempted to start a car down the road. When the vice-president turned on the current on a car the wheels slipped and down the trolley and stopped the motor. President Everett then tried it, but found that the "plugs" had been pulled from the motor. He called the men to the scene and decided to meet the men. Concessions were made on both sides, and in just five and a half hours the strike was over. The mortormen were granted 13 cents per hour for ten hours work and the conductors 10 cents per hour. For overtime mortormen get 30 cents per hour and conductors 19 cents. Three employees discharged without reason being given were reinstated by the company. Cars are now running as usual.

Monster Railway Men's Demonstration. Special to the Indianapolis Journal. LONDON, May 15.—Twenty thousand men attended the railway men's demonstration in this city to-day. They paraded to Hyde Park, where speeches were made from six platforms. John Burns, Cunningham Graham, M. P., and Tait, the leader of the great Scotch railway strike, were among the orators. The addresses were moderate in tone, Graham's remarkably so, considering the extravagance of his recent conduct in the House of Commons. He alluded to his suspension from that body. The meeting was a perfectly orderly one, and, since the death of Sullivan, is reported to have been the most successful of any held in favor of the eight-hour day, the assembly dispersed.

Daniel Coughlin, of Cronin Memory, Ill. CHICAGO, May 15.—According to a report from Joliet, Daniel Coughlin, now serving a life sentence in the penitentiary at that place for conspiracy in the murder of Urobin, is seriously ill and has been removed to the prison hospital. A visitor to the prison hospital reports that Coughlin has been losing flesh at such a rate that within one week he has grown lighter by thirty pounds.

Refused to Be "Held Up." ST. LOUIS, Mo., May 15.—Late last night two men, having masked and a robber carried the outgoing Frisco train at Cheltenham and tried to rob it, but not succeeding, fled. They got on the front end of a sleeping car and attempted to get inside, ordering a passenger to hold up his hands. He responded by drawing a revolver and several shots were exchanged. One robber is supposed to have been hit in the leg.

HAYOC OF THE RAGING RIVERS

The Mississippi Still Rising and Cutting a Wide Swath of Destruction.

Surface of the Water Covered with Wrecked Buildings, Furniture, Logs and Live Stock Which Had Been Swept Away.

Ten Miles Broad Below St. Louis and Deep Over All the Low Lands Above.

Big Four Railway Compelled to Use the Chicago & Alton's Track—The Missouri and Kaw Subsiding at and Near Kansas City.

THE RAGING MISSISSIPPI. Towns and Villages Flooded—The River Ten Miles Wide Below St. Louis.

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Up the river as far as Columbia Bottoms the appearance of suffering from rapidly rising flood were evident. The squatters with tired looks and haggard eyes, stood on the banks, their gaze directed to some humble roof just visible above the flood. The river's swift, desolating rush seems to have a sort of fascination for this class of watchers, rendering them insensible to physical suffering.

Shortly after 2 o'clock a dwelling came down stream with a rush and struck one of the abutments of the Merchants' bridge. It was cut in two as neatly as if the work had been done with a circular saw. The bridge is being subjected to a tremendous strain from an unusual bombardment of heavy debris, trees, logs and other flotsam and jetsam brought down by the great flood from remote points. No better point of view is obtainable than the outer edge of the bridge looking up the river. Though placed at a giddy height, the observer runs less risk than in a skiff, and his attention is not diverted by the constant vigilance necessary to avoid being struck by some huge log or floating raft.

At 8 o'clock, the body of a white man, hatless and coatless, passed through the arch just below your correspondent's feet. It was feet up and much distended, and had evidently traveled a long distance, until a few lumbering rafts were stopped, and a pretty bureau with dainty lace trimmings, soiled and bedraggled, rushed past with a huge black cat curled up on its top, seemingly as if it were a well-attendant upon its accustomed mode of transportation.

The tracks of the Chicago, Burlington & Quincy, from the water-works northward, that yesterday were free of water, are now under a foot of water, and are easily crossed them. The water brought down by the sewers and culverts is backed up west of the Washburn track to Joyce avenue.

A reporter took a trip down the river for about forty miles to-day. The situation, viewed from the river, is not so alarming as one which, at first glance, is seen to be most serious. Thousands of acres, on the west bank of the river, are now being growing, making a rich carpet of green, are now fast lakes of water, whose surface is broken by floating rafts of lumber and dwellings, and here and there the dead body of a cow or pig. From bluff to bluff a few lumbering rafts are stopped, and a pretty bureau with dainty lace trimmings, soiled and bedraggled, rushed past with a huge black cat curled up on its top, seemingly as if it were a well-attendant upon its accustomed mode of transportation.

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