L., N. A. & C. IMPROVEMENTS

An Official Predicts the Monon Will Surprise the Citizens of Indianapolis.

Large Sums of Money to Be Spent in Increasing Terminal Facilities—Western Roads at Outs Over World's Fair Rates.

Said a Monon official: "The new move in converting common stock of the L., N. A. & C. road into preferred stock, thus enabling the company to raise funds for making improvements, means as much for Indianapolis as for any point on the system, unless it be Chicago. The construction of the new yards in the north part of the city, commenced on Monday, is only a small beginning of what the management proposes to do in the way of terminal improvements at this point. The Indianapolis division of the Monon is forging to the front so rapidly that the owners of the property are determined to give it more advantages in the matter of terminals. The L., N. A. & C. is the only company running trains between Indianapolis and Chicago which does not have to run over other roads to complete its Chicago line, and as soon as its new heavy steel is in the track and the road properly ballasted, which will be done as soon as the means are at command, the Monon can but be the Chicago line; but to place itself on a par with the other lines at Indianapolis several hundred thousand dollars must be expended in purchasing ground and erecting a freight depot. The company has ample ground north of the city, and doubtless will not only construct yards and erect a round-house thereon, but also shops to do light work, and more especially to repair freight and passenger cars." The official added that if everything moved along as smoothly as now expected the Monon would treat the citizens to some surprises within the next eighteen months in the way of terminal improvements at Indianapolis.

Dispute Over World's Fair Rates.

The passenger agents and general managers of the Western Passenger Association are in deep trouble. It is only two weeks before the time when the tickets to the world's fair are to be placed on sale, and no agreement has been reached as yet upon the rates. There is, moreover, a vast amount of ill feeling among the passenger men, and it is more than probable that the reorganization of the association, upon which work of several weeks has been bestowed, will fail to go through. The entire trouble comes from the attempt of some of the transmissouri roads to foist their petty local disputes upon the Western Passenger Association. The Denver & Rio Grande, which has no business outside of Colorado, demands a one-fare rate to the exposition. It made the demand several days ago and will not now meet the lines of the Western Passenger Association unless its little local row with the Colorado-Midland, which is connected with the Santa Fe system, is adjusted, and it is, therefore, assured that its Colorado rival will make a lower rate than the Denver & Rio Grande. At yesterday's meeting at Chicago the proposition was made to the Colorado lines to confine their fighting to their local territory and make a rate on world's fair traffic which would not demoralize the rates in the Western Passenger Association. They partially agreed to this—even the Denver & Rio Grande, which would not come into the meeting—and there is a possibility that they may adopt a through rate which will be only 5 per cent. under the Western Passenger Association's agreed rate of 80 per cent. of double locals. If this is done there is a possibility that a general slaughter may be averted; otherwise rates will have the heart cut out of them. The Alton has announced that it would send out tickets and with them instructions to adhere closely to the Western Passenger agreement, but said that if any of its competitors juggled rates it would meet them at once.

New York Central Leases Approved.

At the annual meeting of the New York Central & Hudson River stockholders, at Albany, yesterday, about $65,000,000 of stock was represented. The old board of directors was re-elected, except Samuel D. Babcock, who was elected to fill the vacancy occasioned by the death of Cyrus W. Field. The following questions were voted on: To authorize increase of the capital stock of the company from $89,428,300 to $100,000,000; to authorize the acquirement of the New York & Northern railway; to authorize the leasing of the following lines: the Mohawk & Malone, the Carthage & Adirondack and the Gouverneur & Oswegatchie. Upon these questions the affirmative vote aggregated between $62,000,000 and $63,000,000 of stock, and there were no votes in the negative and all were declared carried.

Aid for the L., B. & B. Railroad.

The proposed Indianapolis, Bloomington & Bedford railroad received its first material aid yesterday by three townships of Monroe county voting a 2 per cent. tax, amounting to $72,000. The total amount asked would have been $95,000, but three townships failed to vote the aid. This line is to run from the Lawrence and Monroe county stone field, via Bloomington and Morgan counties, to Indianapolis. The road will be eighty-three miles long. The enterprise is backed by a Chattanooga syndicate, of which Newell Sanders is president. A subsidy will be asked at once in Lawrence and Morgan counties.

Personal, Local and General Notes.

The Haskell & Barker car works are turning out twelve stone cars a day for the Monon.

In March 150 roads report gross earnings of $49,597,619, an increase over March, 1892, of $2,248,739.

F. V. Jones has been appointed agent of the Panhandle lines at Flockton, Ind., vice F. V. Vinnage, resigned.

E. A. Peck, ex-superintendent of the Big Four, is now in Joplin, Mo., looking after mining interests in which he is a partner.

A Galloway, superintendent of the Indianapolis division of the Cincinnati, Hamilton & Dayton, has gone to Hampton Roads to witness the naval display.

The entire line of the Chicago & West Michigan road between New Buffalo, Ind., and Holland, is to be reballasted with gravel and a heavier rail laid this season.

S. H. Allen, who for twenty years has been agent of the Cincinnati, Hamilton & Dayton at Oxford, but who is now resting for a short time, is in the city visiting friends.

The passenger trains of the Pittsburg, Fort Wayne & Chicago are now crowded to their utmost capacity carrying business into Chicago, hauling on the through trains extra cars.

Concerning a report that the Union Pacific was to be thrown into the hands of a receiver, George J. Gould and Russell Sage say: "There is not a word of truth in the statement."

The new steamer Sioux City, one of the finest of the lake craft, will this season ply between Michigan City and Chicago, running in connection with the Monon's world's fair train.

The freight rate clerks of the Vandalia, the Big Four, the Wabash, the Toledo, St. Louis & Kansas City and the Ohio & Mississippi are in the city revising rates to the West via St. Louis.

Charles F. Lape, now one of the railway commissioners of Illinois, was formerly master mechanic of the Bee Line shops at Brightwood, and later on the Wabash road in the same position.

E. T. Colbran, general freight agent of the Colorado Midland, who died last week, was well known in this section, and was a brother of General Manager Colbran, of the Colorado Midland.

F. P. Sargent, grand master of the Brotherhood of Locomotive Firemen, has returned from Seattle, where he went to adjust some grievances between the firemen and the Northern Pacific people.

The first of the order to build twelve class X engines at the shops of the Pennsylvania Company at Fort Wayne was turned out Tuesday, and in a test performed very satisfactorily.

On May 1 A. Hoffman takes the position of general freight agent of the Mexican Central, and H. B. Wilkins, on the same date, becomes Eastern agent of the company, with headquarters in New York.

A. W. Dickinson, general superintendent of the Missouri Pacific, who has been at his farm some weeks, near Seymour, Ind., on account of poor health, is much better, and expects to resume his duties on May 1.

C. M. Zeth, Robert France and M. C. Dougherty, passenger brakemen on the Pittsburg division of the Pennsylvania lines, have been promoted to be passenger conductors, after an examination by Trainmaster Culp.

The National Electric Headlight Company, of this city, yesterday shipped six more electric headlights to the Evansville & Terre Haute road, making twelve engines on the road which will be equipped with the light.

William Brissenden, the conductor injured in the Monon wreck at Crawfordsville, which injury necessitated the amputation of one of his legs, is doing as well as could be expected, and will doubtless recover from his injuries.

H. B. Hammond, president of the Indianapolis, Decatur & Western, is still so ill as to confine him to his room. He intends to retire from all business responsibilities and take matters leisurely, spending the summer in the White mountains.

As the litigation now stands, the Cincinnati, Hamilton & Dayton will, with securing the Indianapolis, Decatur & Western, also get possession of the L., D. & W. elevator, which in busy times is a valuable adjunct to moving grain promptly.

The statement of S. B. Liggett, secretary of the Pittsburg, Cincinnati, Chicago & St. Louis road, shows an increase in gross earnings for March over March, 1892, of $73,785, an increase in expenses of $88,723, and a decrease in the net earnings of $13,038.

James Young, representing the Great Northern road, is in the city on official business. In the past this road has made no special effort to get business out of this territory, but from now on the company's interests in this section will be more closely looked after.

The prospects for excursionists and picnickers being taken care of this summer are not very flattering. Not a road is now disposed to enter into any contract to furnish excursion or picnic trains on any given date. Later they may give the matter more consideration.

H. W. Hibbard, general freight agent of the Vandalia, was in the city yesterday. He says that business is excellent with them, there being enough to keep the company's equipment busy carrying freights at tariff rates, which, however, on through business are too low.

General Manager Munson, of the Nickel-plate fast-freight line, is making his first trip since appointed to the principal points reached by the line. He to-day goes to Memphis, Tenn., to straighten up the affairs of the line at that point, where there has been some friction.

T. C. Peck, assistant general passenger agent of the Columbus & Hocking Valley, accompanied by his wife, who is in poor health, has gone to the Pacific coast to be absent several weeks. During his absence his duties will be looked after by Colonel E. R. Davidson, who represents the company at Detroit.

R. B. F. Peirce, trustee and general manager of the Indianapolis, Decatur & Western; C. W. Fairbanks, general solicitor of the Cincinnati, Hamilton & Dayton, accompanied by their respective families and traveling on private cars, were yesterday in Salt Lake City. Both are expected home on Monday next.

Two more Cincinnati, Hamilton & Dayton engines have been sent to the Indianapolis, Decatur & Western shops to be rebuilt, and C. H. Cory, superintendent of motive power of the C., H. & D., has detailed a man from the Lima shops to look after the rebuilding of that company's engines at these shops.

Representatives of the transcontinental lines in this and other Eastern territory have received instructions to make no earnest effort at getting low-class freights at present rates, as they are so low that the line which hauls the largest tonnage will be the worst off. The rates are to be advanced to the old tariff on April 15, after three weeks of low rates.

The stockholders of the Ohio Southern, at their annual meeting on Tuesday, elected as directors George W. Saul, George H. Frey, O. S. Kelley, of Springfield, O.; M. W. Barse, Frank A. Barnaby, D. P. Lewis, J. L. Humfreyville, S. Beymer, J. B. Magrue, of New York; Calvin S. Brice, Lima, O.; Judson Harmon and H. B. Moorehead, Cincinnati; H. T. Chapman, Columbus, O. The annual statement shows gross earnings for 1892 of $711,541.57, and a surplus of $135,249.64, as against $59,473.05 in the fiscal year ending Dec. 31, 1891.

The new depot of the Illinois Central at Chicago is in some respects one of the finest in the world. The main building is nine stories high, 188 feet long by eighty in width, constructed entirely of granite, Roman brick and iron. The first floor is occupied by ticket and baggage rooms; access to trains is had by going through one of two tunnels and emerging through subways, of which there are ten. The train sheds are south of the main building, are seven hundred feet long by one hundred feet wide, and have seven tracks.

The "John Bull" engine and train arrived at Pittsburg yesterday morning on schedule time, at 5:25, and left for Chicago four hours later. Fully six thousand people were gathered at the Union Station at one time to see the curious old engine and coaches, and more than ten thousand passed in line beside them. Many placed coins on the track to be flattened by "John Bull" and kept as souvenirs. At Allegheny another large crowd awaited the arrival of the train and cheered it enthusiastically as it passed on its way to the world's fair.

A. S. White, general freight agent of the Big Four, was in the city yesterday, going on to Chicago last night. Mr. White states the Big Four is now on a par with the Wabash, the Toledo, St. Louis & Kansas City and other roads out of St. Louis, which are allowed a differential on part rail and part water route business. The Big Four operates via Cleveland and Buffalo. T. A. Newman, an old lake line man, has been appointed general manager of the boat line, which will ply between Cleveland and Buffalo in the interests of the Big Four.

AMUSEMENTS.

"Ali Baba, or Morgiana and the Forty Thieves," is the title of the American Extravaganza Company's big operatic spectacle, which will be presented at English's Opera House for three nights, beginning next Monday, with a matinee performance on Wednesday afternoon. "Ali Baba" is best described as an Americanized British pantomime. It is a combination of all the best features of comic opera, comedy, ballet, extravaganza and spectacle. This production ran for six months, in Chicago, last summer, and has since visited only seven or eight of the largest cities of the country. This is the first time that it will have been played in any city for less than a week; the magnitude of the production, the size of the company, which numbers nearly two hundred persons, and the cost of transporting it prohibiting any short engagements. The sale of seats begins this morning and a large demand is anticipated.

To-night, at the Grand Opera House, Mr. Joseph Jefferson will appear in "Rip Van Winkle." The desire to hear the representative American comedian, in one of the most entertaining and poetic comedies on the stage, is manifested by the great advance sale of seats. This will be Mr. Jefferson's only appearance in Indianapolis.

Marriage Licenses.

Marriage licenses were issued yesterday to William Pottmam and Amelia Wenning, Michael F. Grady and Kate E. Delaney, Samuel S. Allen and Katherine M. Eden, Gilbert Hart and Jennie Eckhouse, Robert Metzger and Grace A. Hough, Andrew B. Wilson and Rebecca F. Bryant, Emmett G. Seering and Katie Wolf, George H. Meyer and Josie C. Hamann, Henry Suhre and Amanda Pauli, Watt Hartman and Mary E. Myles, Edward W. Bader and Sarah E. Brenton.

Big Four Conductor Killed.

Albert Mowry, aged forty-two, a conductor on the Chicago division of the Big Four, was run over and instantly killed by a switch engine in the yard, yesterday morning. He resided at 321 Michigan street. The coroner will investigate the cause of death. Mowry leaves a wife, who has been ill for several days.

Furniture—Eastman, Schleicher & Lee

THE CASE IS TRANSFERRED

Federal Court Will Wrestle with the Plea for a Monon Receivership.

Preliminary Motions Overruled—Judge Bartholomew's Decision—Anti-Seining Law Sustained—Court Miscellany.

The attorneys in the Monon receivership case appeared in Room 3 of the Superior Court and submitted argument upon the petition of the defendants, Thomas and Brice, to remove the cause to the federal court.

Before argument was had upon the petition for removal, attorneys Hatch and Trissal filed a motion asking that they be granted judgment against the defendant upon default. The motion alleged that summons had been served upon defendants and they appeared to the action and a rule to answer was taken against them, but since that time they have neither answered nor demurred to the complaint, for which reason they asked judgment against the defendants and that all the allegations of the complaint not requiring proof be taken as confessed. They also filed a motion to strike from the files and to reject the petitions for removal for the following reasons:

First—That said parties have no standing in this court or right to be heard because they have not appeared or submitted to its jurisdiction.

Second—That they were named in the complaint herein and made parties thereto as de facto officers of the Louisville, New Albany & Chicago Railway Company, and as such required to answer as to certain acts of maladministration of the affairs of said corporation, but have not appeared or answered as to such charges, and have no right to petition or be heard in their capacity as individuals.

Third—That said petitions are insufficient in both form and substance.

Fourth—That said petitions were not presented at the proper time.

Fifth—That said cause is not removable, and the court to which it is proposed to remove it would not have jurisdiction of either the parties or subject-matter.

Sixth—Because said petitions are manifestly sham, and frivolous, and only designed to delay a hearing and determination of this cause.

Seventh—Because neither the petition nor bond presented are sufficient.

Eighth—Because said petitioners and each of them are joint tort feasors with defendant company, and, as such, do not present a several controversy within the meaning of the act of Congress authorizing the removal of causes to the federal court.

The court overruled both motions and then heard argument by the parties upon the petitions for removal.

The petitions were granted and the cause removed. The opinion of Judge Bartholomew was as follows:

Of course, if I had authority to examine into these matters that the federal court must determine, I am free to say that outside of the petition itself I do not think the Circuit Court of the United States has jurisdiction. But that is not a question I can determine. I cannot determine the jurisdiction of the Circuit Court in this case. It must determine it for itself. Under the authorities, I am not allowed to pass on that question.

I am satisfied in my own mind that there can be no complete adjudication of the questions in the complaint and in the petitions between the parties seeking to remove this case and the plaintiff, but I have no jurisdiction to pass upon those questions. The moment this petition is filed I must look at the form of the bond, and if it is sufficient in form, and the sureties are sufficient, it is better for all parties that it should be certified. The bond provides that at the next session of the federal court you may present the question there. That is to-morrow morning. Of course, if it has adjourned for a few days, at the next sitting, which is the next session. Looking at it as I do, the bond being sufficient in form, and no question made as to the sureties, I think I am bound to certify the case.

As to the controversy between the parties there are questions here that cannot be determined; for instance, the constitutionality of the State law. I do not think the United States Court has any jurisdiction of that matter at all, and it is, perhaps, just as vital as between Thomas and Brice and the plaintiff as it is between the road and the plaintiff. This petition alleges a citizenship in Indiana of the New Albany road; it alleges the nonresidence of the defendants, Brice and Thomas. I am confined in my passing on the petition to remove to just those facts. I cannot go beyond them. I cannot say whether the United States Court has any jurisdiction in the matter at all. That is left with the United States Court. Of course, if I could determine that matter, that would be another question. I will enter the order of removal and approve the bond.

Anti-Seining Law Upheld.

The Supreme Court yesterday reversed the finding of the Porter Circuit Court in the case of State of Indiana vs. David Lewis. The defendant was fined for having in his possession a gill net or seine, and the trial court held the law unconstitutional. The State appealed, and in the opinion of the court yesterday, written by Judge Olds, won the case. The law is one of great interest to the fishing interests of the State.

Bridget Sullivan's Misfortune.

A commission composed of Drs. C. I. Fletcher and A. R. Keller and Justices Daniels and Johnson, yesterday found Bridget Sullivan, residing at 221 Union street, to be of unsound mind. The affidavit alleging insanity filed by her father, T. E. Draper, alleges she is given to profanity and destruction of property and that recently she has attempted to take her own life and the life of others.

For Killing a Dog

Henry F. Poehler sued William Kellermeier for $50 damages for the killing of a Newfoundland dog belonging to Poehler, and the case was tried before a jury in Room 3 yesterday afternoon. Mr. Kellermeier claims that the dog was upon his premises, and had attacked several members of his family when he shot it.

The Court Record.

SUPREME COURT OPINIONS.

16191. State vs. David Lewis. Lake C. C. Reversed. Olds, J.—The statute of March 5, 1889, making it a misdemeanor for a person to have a gill net or seine in certain cases and prescribing a penalty therefor, is constitutional.

16183. E. & T. H. Railroad Company vs. Wilbur M. Dull. Vanderburg C. C. Rehearing denied.

16178. Ohio Falls Car Company vs. Sweet & Clark Company. Grant C. C. Transferred.

SUPERIOR COURT.

Room 1—Napoleon B. Taylor, Judge.

Anthony Johnson vs. Henry S. Schlutzky; mechanic's lien. Judgment for plaintiff for $54.44.

John Dowden vs. James D. O'Key et al.; mechanic's lien. On trial by court.

James Streibeck & Co. vs. James D. O'Key et al.; mechanic's lien. On trial by court.

Room 2—J. W. Harper, Judge

Edward J. Gausepohl vs. Irene V. Webb; suit on note and for foreclosure of chattel mortgage. Tried by court. Judgment for plaintiff for $221.

George W. Runyon vs. John B. Mann et al.; foreclosure of mechanic's lien. Tried by court. Judgment for defendants.

Room 3—Pliny W. Bartholomew, Judge.

Lorenz Schmidt, Trustee, vs. George W. Legg; notes. Judgment for $1,469.19.

Philip L. Geissen vs. Robert H. McCutcheon; account. Judgment for $301.60.

William J. Craig vs. Louisville, New Albany & Chicago Railroad Company. Cause transferred to United States federal court.

Henry F. Poehler vs. William F. A. Kellermeier; damages. Demand, $50. On trial by jury.

Adams Brick Company vs. Henry S. Odell et al.; to quiet title. Finding for and quieting title in plaintiff.

New Suits Filed.

Charles F. Rinderknecht vs. Sarah J. Rinderknecht; divorce. Room 2.

Victor H. McDonald vs. Joseph H. Clark; on contract. Room 3.

William Roseberg vs. Ollie Roseberg; divorce. Room 3.

CIRCUIT COURT.

Edgar A. Brown, Judge.

Mary S. Herliby et al. vs. Mercy Murry et al. On trial by court.

The Six Smith Sisters.

The last attraction in the Y. M. C. A. lecture course for this season will be the Ariel Ladies' Sextet, which will appear next Tuesday afternoon and evening at Association Hall. This talented company consists of the six famous Smith sisters who have appeared in many cities during the past and former seasons, meeting with the most enthusiastic receptions everywhere. It has been thought necessary to secure them for both an afternoon and evening concert, in order that all of the subscribers to the original and supplemental courses may have an opportunity to hear them.

Question of Gas Post Ownership.

H. F. Smith, of No. 46 Water street, writes the Journal to say that he paid for two gas posts on McCarty street, and he thinks that they are rightfully his, and not the city's to sell. His claim is based upon the equity which gives the owner of property the bowlders and brick of street and sidewalk when these are improved.

Dead at Central Hospital.

John Dickey, aged twenty-five years, was found dead in his bed by the night watchman at the insane hospital yesterday morning. He died while in an epileptic convulsion. He was sent to the hospital from Clay county, and was afflicted with epilepsy.

The Persian Shah has blotted out
All staring signs his realms about,
Save one, whose mission 'tis to bless
With beauty, health and happiness.
He paints on every mountain's front
the simple sign, "Use Sozodont."

RADFIELD'S FEMALE REGULATOR

has proven an infallible specific for all derangements peculiar to the female sex, such as chronic womb and ovarian diseases. If taken in time it regulates and promotes healthy action of all functions of the generative organs. Young ladies at the age of puberty, and older ones at the menopause, will find in it a healing, soothing tonic.

The highest recommendations from prominent physicians and those who have tried it. Write for book "To Women," mailed free. Sold by all druggists. BRADFIELD REGULATOR CO., proprietors, Atlanta, Ga.

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For temperance people—a health-giving drink for the masses.

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CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY—Stockholders' Meeting.

Notice is hereby given that a meeting of the stockholders of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company will be held at the office of the company, in the city of Cincinnati, O., on Wednesday, the 10th day of May, 1893, at 10:30 a. m., to consider and take action upon the question of making a mortgage covering all the railways, leased lines and property of the company to secure bonds not exceeding fifty millions of dollars. About twenty-nine millions of dollars of said bonds to be reserved to retire certain of the outstanding bonds now secured by mortgage on said property, or some portion thereof, five millions of said bonds to be used to reimburse the treasury for advances on construction and equipment and to provide means to pay for additional betterments, construction and equipment, and the balance to remain in the treasury for future needs of the company; no greater sum than one million dollars of the said balance of bonds to be issued in any one year.

Also to consider and take action upon giving authority to the directors of this company to extend its line of railroad to the cities of Jeffersonville, New Albany and Louisville, or one or more of them, by constructing new lines, or by contracting with any railroad company or bridge company, for the use of such line or lines, or by purchasing, leasing or otherwise acquiring track, bridge and terminal facilities in part or in whole, either independently or in connection with other companies.

The stock transfer books will be closed at the close of business on the 19th day of April, 1893, and be again opened at the opening of business on the 11th day of May, 1893.

By order of the Board.

E. F. OSBORN, Secretary.

Cincinnati, April 5, 1893.

PROPOSALS FOR THE CONSTRUCTION OF AN ADDITION TO THE INDIANA STATE NORMAL SCHOOL.

Sealed bids will be received by the Trustees of the Indiana State Normal School up to noon of Wednesday, May 2, 1893, for the erection of an addition to the Indiana State Normal School Building, according to drawings and specifications made by Floyd & Stone, architects, Terre Haute, Indiana. Drawings, specifications, etc., can be seen at the office of Floyd & Stone, 681½ Wabash avenue, Terre Haute, Indiana, or 49-50 Ingalls Block, Indianapolis. Each bid must be accompanied by a certified check for $200 as a guarantee that the bidder will enter into contract and furnish bond. All bids must be made on blanks furnished by the architects, and all proposals must be addressed to W. W. PARSONS, President Indiana State Normal School, Terre Haute, Indiana, and plainly marked "Proposal for Erecting Addition to the Indiana State Normal School Building." The right is reserved to reject any or all proposals.

MURRAY BRIGGS,
President Board of Trustees.

Indianapolis & Vincennes Railroad Company

INDIANAPOLIS, Ind., April 20, 1893.

The annual meeting of the stockholders of the Indianapolis & Vincennes Railroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., on

THURSDAY, MAY 11, 1893,

at 2 o'clock p. m., for the election of seven directors to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting.

S. B. LIGGETT, Secretary.

ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and $1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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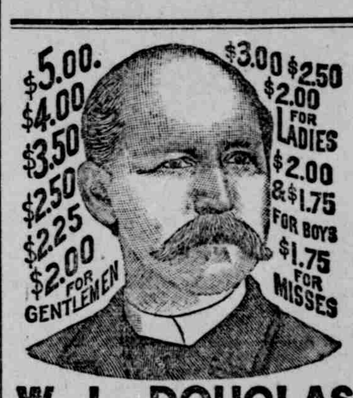
LOUISVILLE, KY. NEW YORK, N.Y.



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Best Calf Shoe in the world for the price. W. L. Douglas shoes are sold everywhere. Everybody should wear them. It is a duty you owe yourself to get the best value for your money. Economize in your footwear by purchasing W. L. Douglas Shoes, which represent the best value at the prices advertised above, as thousands can testify.

Take No Substitute.

Beware of fraud. None genuine without W. L. Douglas name and price stamped on bottom. Look for it when you buy.

W. L. Douglas, Brockton, Mass. Sold by F. E. BROWN, 156 East Washington st.; G. A. NEERMAN & CO., 273 Mass. ave.; A. HAAG & SON, 164 Indiana ave., FRED SCHRADER, 65 W. Washington; MRS. N. HORUFF, 188 Virginia ave.; LOUIS ALDAG, 679 East Washington street.

RAILWAY TIME-TABLES.

Indianapolis Union Station.

Pennsylvania Lines.

Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and Washington Streets.

TRAINS RUN AS FOLLOWS:
*Daily. † Daily, except Sunday.

FROM INDIANAPOLIS TO	LEAVE	ARRIVE
Columbus, Ind., and Louisville	*3:40 am	*12:15 am
Philadelphia and New York	*5:00 am	*10:15 pm
Baltimore and Washington	*5:00 am	*10:15 pm
Dayton and Springfield	*5:00 am	*10:15 pm
Martinsville and Vincennes	*8:00 am	*3:15 pm
Madison and Louisville	*8:05 am	†6:00 pm
Richmond and Columbus, O.	*8:00 am	†3:45 pm
Logansport and Chicago	*11:20 am	*3:55 pm
Dayton and Columbus	*11:45 am	*7:55 am
Philadelphia and New York	*3:00 pm	*10:30 am
Baltimore and Washington	*3:00 pm	*10:30 am
Dayton and Springfield	*3:00 pm	*10:30 am
Knightstown and Richmond	*4:00 pm	†9:00 am
Columbus, Ind., and Louisville	*4:00 pm	*11:15 am
Martinsville and Vincennes	*4:05 pm	†10.55 am
Columbus, Ind., and Madison	*4:30 pm	†10:30 am
Pittsburg and East	*5:30 pm	*11:59 am
Dayton and Xenia	*5:30 pm	*11:59 am
Logansport and Chicago	*12:30 am	*3:30 am

VANDALIA LINE SHORTEST ROUTE TO ST. LOUIS AND THE WEST.

From Indianapolis Union Station.

Trains leave for St. Louis, 8:10 am., 12:10 pm 10:45 am, 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 pm train.

Greencastle and Terre Haute Accommodation leaves 4:00 pm.

Arrive from St. Louis 3:30 am, 4:50 am, 2:50 pm, 5:20 pm, 7:45 pm.

Terre Haute and Greencastle Accommodation arrives at 10:00 am.

Sleeping and Parlor Cars are run on through trains.

MONON ROUTE The Vestibuled PULLMAN CAR LINE

Leave Indianapolis—

No. 32—Chicago Lim., Pullman Vestibuled coaches, parlor and dining car, daily	11:35 am
Arrive in Chicago 5:20 pm.	
No. 34—Chicago Night Ex., Pullman Vestibuled coaches and sleepers, daily	12:50 am
Arrive in Chicago 7:35 am.	
No. 38—Monon Accommodation	5:20 pm
Arrive at Indianapolis—	
No. 31—Vestibule, daily	4:20 pm
No. 33—Vestibule, daily	3:35 am
No. 39—Monon Accommodation	10:40 am

Pullman Vestibuled Sleepers for Chicago stand at west end of Union Station, and can be taken at 8:30 p. m. daily.

TICKET OFFICES—No. 26 South Illinois street and at Union Station.

Notice to Stockholders.

THE INDIANAPOLIS & NORTHEASTERN RAILROAD COMPANY.

INDIANAPOLIS, Ind., March 16, 1893.

The annual meeting of the stockholders of the Indianapolis & Northeastern Railroad Company will be held at the principal office of the company in the city of Indianapolis, Ind., on Thursday, the twenty-seventh (27th) day of April, 1893, for the election of directors, and the transaction of such other business as may be brought before the meeting.

By order of the Board of Directors.

W. E. HACKEDORN, Secretary.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES.

ATKINS E. C. & CO., Manufacturers and Repairers of CIRCULAR, CROSS-CUT, BAND, and all other SAWS. Belting, Emery Wheels and Mill Supplies. Illinois street, one square south Union Station.

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Nordyke & Marmon Co. [Estab. 1851.] Founders and Machinists, Mill and Elevator Builders. Indianapolis, Ind. Roller Mills, Mill-Gearing, Belting, Bolting-cloth, Grain-cleaning Machinery, Middlings purifiers, Portable Mills, etc., etc. Take street-cars for stock-yards.

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ELLIOTT & BUTLER, Hartford Block, 84 East Market Street. Abstracts of Titles.

WARWICK H. RIPLEY, ABSTRACT OFFICE, 21 Thorpe Block.

ATTORNEY AT LAW.

W. P. FISHBACK. W. P. KAPPES. FISHBACK & KAPPES, ATTORNEYS AT LAW. OFFICE—Coffin's Block, 90½ East Market street, Rooms 22 to 25. Will practice in State and United States Courts.

THOMAS HANNA, Attorney at Law. OFFICE ROOMS: 5 and 6, 18½ N. Pennsylvania St.

JAMES B. BLACK, ATTORNEY AT LAW, Rooms 57 and 58 Lombard Building, 24½ EAST WASHINGTON STREET.

PHYSICIANS.

W. B. CLARKE, M. D., HOMŒOPATHIC PHYSICIAN, 3 Claypool Block, 9 North Illinois street. Telephone 571. Residence—188 Blackford street, near Military Park.

DR. J. A. SUTCLIFFE, Surgeon. OFFICE—95 East Market street. Hours—9 to 10 a. m., 2 to 3 p. m. Sundays excepted. Telephone 941.

DR. ADOLPH BLITZ, Room 2, Odd-Fellows' Building, PRACTICE LIMITED TO Eye Ear and Throat Diseases.

DR. BRAYTON. OFFICE—26 E. Ohio; from 10 to 12 and 2 to 4. RESIDENCE—808 East Washington street. House telephone 1279. Office telephone 1434.

DR. E. HADLEY. OFFICE—136 North Pennsylvania street. RESIDENCE—270 North Delaware street. Office hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 802. House telephone, 1215.

DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE—670 North Meridian street. OFFICE—369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m. Telephones—Office: 907; Resid. nce: 437.

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W. SCOTT MOORE ARCHITECT. Rooms 12, 13, 14 Blackford Block, southeast corner Washington and Meridian sts. Telephone 1304.

WILLIAM N. BOWMAN, ARCHITECT, Room 13, Ingalls Block.

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