

CUT TO CLOSE

Spring Wraps and Jackets—all of them cut deep, too. We want to close them out. Garments of the best grades at very low prices.

LADIES' SUITS

All-Wool Tailor-made Serge Blazer Suits at \$20. We think this is the best thing in this market at the price.
Columbian Tourists' Suits, of which we are agents, can be worn in four different ways. They are very neat and tasteful.

A Special Sale.

Ladies' Wrappers,
Ladies' Shirt Waists,
Ladies' Silk Waists,
Children's Gingham and White Dresses.
Lace Curtains, Draperies, Etc.

L. S. AYRES & CO.
N. B.—New Wash China Silks.

FURNITURE

fine, superfine, plain, durable.
Chairs, all kinds,
Bedroom Sets,
Tables,
Hall Racks,
Parlor Sets,
Folding Beds,
Stands,
Stools.
Everything in the Furniture line.
Popular prices for the people.

EASTMAN,
SCHLEICHER
& LEE
FURNITURE,
Carpets, Draperies, Wall Paper.
The Largest House in the State.

ART EMPORIUM,
Telephone 500.

By all means take a camera with you to the World's Fair. Hetherington's Magazine Camera is the most reliable. See it!

THE H. LIEBER COMPANY,
23 South Meridian St.

DALTON'S CALENDAR
June 1, 1864, Crown Hill Cemetery dedicated.

Each year, on May 30, this beautiful city of the dead is rededicated by the solemn honors paid to the soldiers who are buried there.

What coolness and comfort in a straw hat! Great variety in all the latest styles.

DALTON,
HATTER.
Bates House.

CHARGES NOT SUSTAINED.

Findings of the Committee Investigating the School for Feeble-Minded Youth.

The committee from the State Board of Charities which made the investigation into the school for feeble-minded at Fort Wayne filed its report yesterday with the Governor. It contains eleven affidavits and statements and the testimony of forty-five witnesses. The report finds that the incidents connected with John G. Blake, the late superintendent, do not reflect upon the assistant superintendent, James H. Leonard, and do not incriminate any other than the unfortunate Blake. The charges against the business management are declared not to be well founded, and the only money not properly chargeable to the State was 75 cents paid out in one case for back fare by the superintendent and charged to the State. The charges against the matron, Mrs. Orr, Charles Falmage, storekeeper, Miss Margaret Sims of the night watch, and Dr. B. V. Swearingen, physician, are declared to have been unfounded and due to magnified gossip. Concerning Mrs. Orr the report says: The charges against Mrs. Orr were not sustained. We do not believe her to have been seriously indisposed, and we found much reason to believe that Mrs. Orr is an exceedingly competent matron and a very faithful servant of the State.

Concerning the charges of severe punishment the report says: We find that there have been a few instances of severe chastisement, but they were in grave and difficult cases in which severe measures were necessary for discipline, as well as for the good of those punished. We are of the opinion that the charges of cruelty are not sustained, and the charge of excessive severity is so gross an exaggeration as to be, in fact, untrue. We are of the opinion, however, that other methods may be found which may be substituted, at least in many instances, so that the use of the paddle or strap may be less frequent.

The charge that boys were in the school who had been removed from the Plainfield Reformatory School is treated as follows: We found no reason to believe that there was anything wrong in these transfers. They were made at first with the advice of the Attorney-General, and that the course taken is, therefore, a legal one. With regard to all but two or three of them, they are proper inmates of the institution. We are by no means certain that the others are there improperly. We are of the opinion that there is no foundation for the charges made in this respect.

Diphtheria and Smallpox.
Dr. Metcalf, secretary of the Board of Health, yesterday received a letter from C. B. Landis, of Delphi, reporting that diphtheria is epidemic at Woodville, in Carroll county, and that, though the disease centered about the schoolhouse, no effort had been made to have it discontinued. The house, however, is locked up. Dr. Metcalf has written for further information. Concerning the cases of smallpox at Alexandria he received reports yesterday, but says that the patients are doing well, but that one new case had developed in the family in which it first appeared and has been confined.

New side-boarder Wm. L. Elder's.

WRECKED AT BROAD RIPPLE

Engineer George T. Plant Scalded to Death Under His Ditched Engine.

An Old Horse Derails an Early Morning Passenger Train on the L. N. & C. Road—Fireman Williams the Only Other Sufferer.

Shortly after 8:30 o'clock yesterday morning train No. 36, north bound, on the Louisville, New Albany & Chicago road, was wrecked at Broad Ripple and engineer George T. Plant was killed. Fireman Clinton Williams was slightly injured, but the other employees and the passengers escaped without injury, save a few bruises. The train's engine, No. 44, was ditched at a cattle guard, where an old horse was pinned by the bars of the guard, and the obstruction of the carcass on the track shifted the coaches from their trucks, dropping three of the cars over the slight embankment. The damage to equipment was very light, considering the nature of the wreck. The officials stating that their property loss will come under \$3,000. At 3 o'clock in the afternoon the track was clear and traffic was resumed.

The wrecked train was one of those running under the new schedule, leaving Cincinnati at 11 p. m., reaching Indianapolis at 2 a. m., and arriving at Chicago at 8 o'clock in the morning. It was known as the "business man's train" at Cincinnati because it made few stops and made the trip from Cincinnati to Chicago during such convenient hours. When it came in yesterday morning it was over an hour late. Engineer Plant took the north end of the run at Indianapolis. Although the train was an hour or more late he did not make an attempt to gain time between here and Broad Ripple, intending to open his throttle wide after the train passed the iron bridge at the Ripple. The bridge is at the north end of the town and marks the termination of a long sweeping curve. At the beginning of this curve is the fatal cattle guard, and when the engine reached this spot it was under a speed of not more than twenty-five miles an hour. Engineer Plant saw nothing on the track in front of him and had evidently not felt a jar until the cattle-guard was reached. Some of the officials of the road think perhaps the old horse was struck before the engine came to the guard and that he was knocked into the bars of the guard; others think the animal had been caught some time before the accident by the bars and was unable to extricate himself. The latter theory is the most general one. The heavy engine was not immediately derailed, for the carcass became entangled in the wheels of the tender and that part of the engine bolted. The driver continued on the track for a short distance and then jumped, sinking into the sand and gravel gradually until it reached the edge of the embankment, when it careened and toppled over on its side. This was to the right of the tracks. Fireman Williams was thrown out of a cab window and landed beyond a barbed wire fence fifteen feet away. The cab was smashed almost to splinters. The steam dome and the smoke stack were buried in the sand, the top of the dome being only allowing the steam to escape against a small bank of earth. Plant was not pinned by the falling of the cab, but fell to the ground and was stunned to such an extent that he could not get away at once from the torrent of steam that was deflected by the small bank of earth into his face and breast. After a few minutes he made a heroic effort and crawled a few feet away, and was then assisted by the fireman who had recovered from the wreck. The engineer's neck and breast were fairly roasted, and he had also inhaled the steam. Conductor Catherwood, who had jumped out of one of the coach windows when the jolt came, ran to the engine, and, seeing the state of affairs set out for Dr. Cal Light, whose office is near by. Dr. Light woke a number of his neighbors, and there was ready assistance soon at the scene. Plant was conscious almost until he died, an hour after the wreck. His first concern was for his passengers, his first words questioning the trainmen as to the welfare of the people whose safety had been placed in his hands. Then he exclaimed: "What will you do with the cab?" He seemed to think that death was close at hand. He asked the fireman what had caused the accident and when informed, said he had seen no animal on the track. Dr. Light's office where he was carried. An examination showed that an arm and leg were broken and on his forehead a number of bruises. Had he not been scalded by the steam, he would have probably lived. Pieces of the scalded flesh were afterwards found in the cab of the engine. The fireman who carried him to the hospital, reported that he was able to walk without assistance.

The cars in the rear of the engine, except the baggage car and mail car, went to the left of the track. The trucks of this car were turned half down and the body of the car rested half way down the embankment. The baggage car, however, was turned to the right of the track. The trucks are badly twisted and broken, but the damage to the bodies of the cars is not great. Behind the coaches were the sleepers Sims and Duarte. The front of the first sleeper was buried in the earth, and this acted as a drag to the cars in front and brought the rear sleeper to a stop. The trucks of the rear sleeper left the track, but the damage to the sleepers is merely nominal. It was fully expected that the train would have derailed at the cattle guard, but the fact that the engine toppled over, in jumping from the track, however, the engine spread the rails, and it was in this manner that the other cars were derailed. The escaping steam made a hole in the ground big enough to bury a cow in.

The throttle of the engine was found to be open after the wreck, and it is believed that Plant had not succeeded in shutting off the steam. He had set the brakes on the sleepers as soon as he found his engine had left the track. Back in the coaches there was much excitement, and besides the conductor, S. L. Wallingford, a passenger took a header through one of the coach windows. Several women in the ladies' coach fainted and the men were too dismayed to know just what to do. The excitement lasted but a very short time. People were upset, but the only person reported even slightly injured was a traveling man. He had a little cut on his head, where it struck the side of a seat, and another man, Fireman and Roadmaster Wright had a gash on his head at the wreck after daylight. Passengers returned to the city and were sent north by way of the Big Four.

George T. Plant, the dead engineer, was one of the oldest in point of service in the State, and had been a railroad employee since he was a young lad. He was fifty-one years old, was born and lived all his life in Indianapolis. When a boy he ran on the old Bellefontaine road, and afterward went into the employ of the Monon, running from Chicago to New Albany, before the branch was built to Indianapolis. When the Monon entered an entrance into this city Plant was on one of the first engines that came into the city. For awhile he was also employed on the L. N. & C. His service as an engineer was for thirty-five years. In all these years he never met a serious accident until that of yesterday. About three years ago he went out one night to bring his train in from the shops at New Albany, and the train broke. Plant started back to the next town or station and fell through a bridge a distance of twenty feet, but escaped injury. He had never before wrecked a train. He has only had a passenger run on the Monon about seven or eight years and was regarded as one of the best and best engineers on the road. He belonged to the Brotherhood of

Locomotive Engineers and Firemen and carried an insurance in that organization. The remains will be taken to Anderson for burial on Thursday. Brief services will be held at Mr. Plant's late residence, 223 Chestnut street, in the evening. His brother, John Plant, of St. Louis, is also a railroad engineer.

Engine No. 44, the one that was ditched, was brought out of the shops at New Albany just a week ago, and was almost as good as a new one. It had been in another accident a short time ago, but was in no wise defective.

CAPITAL BANK CAN RESUME

Controller of the Currency Eckels Gives His Permission to the Officials.

Cashier Doherty Has a Conference with the Controller at Washington—The Bank Will Probably Reopen This Week.

Controller of the Currency Eckels yesterday gave the Capital National Bank permission to resume business, and a meeting of the board of directors of the suspended bank will probably be held to-day to arrange for the opening of the bank before the end of the week. The Controller has always had faith in the Capital's solvency from the outset, and never believed that a receiver would be necessary. Cashier Charles J. Doherty, of the bank, had a conference with the Controller at Washington yesterday, and after an examination of Bank Examiner Young's report, the Controller took the action that will enable the bank to open again. Mr. Eckels declined to make the report public, as it is regarded in the nature of a confidential document, but in view of the fact that the bank has been permitted to resume, it is evident that the examiner's report is very favorable. Mr. Eckels also took occasion to announce that he will hold every bank anxious to resume to the rigid letter of the law, and there must be abundant proof of complete solvency, and unquestionable business methods must be furnished before a bank is permitted to resume. S. P. Sheerin, secretary of the national Democratic committee, accompanied Mr. Doherty in his trip to Washington. Both were cordially received, and Mr. Eckels at the outset expressed his belief that the bank could easily resume after listening to Mr. Doherty's statement and scrutinizing the examiner's report, the order giving permission to resume was officially pronounced.

Mr. Doherty also learned that the Chemical National of Chicago, which owes the Capital \$50,000, will make a most determined effort to resume. Its representatives will reach Washington to-day and will interview the Controller on Wednesday. They claim that the stockholders are willing to meet any assessment and to comply with any conditions that Mr. Eckels may impose. The Capital, however, is perfectly solvent and will resume, totally regardless of the Chemical National. Bank Examiner Young stated that the Chemical's stockholders were to have held a meeting on Saturday, but that he had not yet been advised to the outcome of the meeting. He declined to give out any particulars concerning his report. He said he did not think there was any reason for the Capital to suspend; that the officers were slightly at fault in not notifying the other banks sooner of the demands made upon the Capital, so that the latter's assistance might be secured. The other banks, it will be remembered, when called upon to aid the Capital, claimed that they did not have time to examine the securities offered by the bank. It is stated on good authority that the Capital has made a great deal of money in the last year. There will be no more assessments, and the bank is in a position except what loss may come in withdrawal of deposits. Many of the large depositors have given the bank assurances that they will maintain their deposits with the bank.

REUNION OF CAVALRYMEN.

Members of Company A, Fourth Indiana, Entertained by John M. Vestal at Haughville.

The annual reunion of Company A, Fourth Indiana Cavalry, was held yesterday at the residence of John M. Vestal, in Haughville, and was attended by a number of its members, their wives and children. The large yard surrounding the residence was decorated with flags and national colors, and the old veterans, as they began arriving in the morning, were furnished with seats under the shade trees, and there they told over again the stories which, to them, are never old, and which call to their minds the scenes through which they had passed during the war. The present company has little conception, while the wives held their feast of converse within doors. Shortly after noon a bountiful feast was spread under the trees, and the feast was dispensed with many jests and much laughter until they were compelled to desert, not because the edibles were unpalatable, but because the human capacity. In the afternoon a business meeting was held, the affairs of the company straightened out for the year to come and the old members were invited to one of those of the present. The history of the company was read by Joseph F. Howell, who was its orderly sergeant, and was most interesting. It was read by Lieutenant Company A entered the service on the 14th day of August, 1862, and was mustered out when the war was over. During that time it saw nearly all the hard fighting that was done by the armies of the Cumberland and the Tennessee and was with Sherman in the Georgia campaign. The officers were more than once complimented for their bravery and efficiency, and the company itself was given the post of honor by General Damont, when, at the close of the war, the victorious forces marched in review. It was in the regiment of Colonel Shuler, a dashing and intrepid officer, who is now suffering from the effects of the war, and who received a charge on the enemy.

Colonel Shuler was present at the reunion yesterday, as was Lieutenant Benjamin Edge Irwin and a number of others. There are not a great many survivors of the company, it having taken into and reorganized during the war about 160 men, and the escaping steam made a hole in the ground big enough to bury a cow in. The throttle of the engine was found to be open after the wreck, and it is believed that Plant had not succeeded in shutting off the steam. He had set the brakes on the sleepers as soon as he found his engine had left the track. Back in the coaches there was much excitement, and besides the conductor, S. L. Wallingford, a passenger took a header through one of the coach windows. Several women in the ladies' coach fainted and the men were too dismayed to know just what to do. The excitement lasted but a very short time. People were upset, but the only person reported even slightly injured was a traveling man. He had a little cut on his head, where it struck the side of a seat, and another man, Fireman and Roadmaster Wright had a gash on his head at the wreck after daylight. Passengers returned to the city and were sent north by way of the Big Four.

MAY APPLY FOR A RECEIVER.

Committee Appointed to Investigate the Aldine Hotel Affairs Returns—The Outlook.

The committee consisting of O. N. Frenzel, H. C. Allen, A. F. Denny and Paul Kraus, representing the Aldine Hotel patrons in this city, returned from its trip to Chicago yesterday where it went to examine the condition of affairs. The committee first visited the hotel and saw that work on it is progressing rapidly. The members then located E. A. Lanphere, the man who has taken hold of the hotel company, and had a talk with him without the presence of the Aldine Hotel patrons. He made an appointment with him for another talk but he did not keep it. The committee is inclined to believe that Lanphere, who owns the ground on which the hotel is erected, was back of the original company and that he tried the bankruptcy scheme to extort more money from the Aldine Hotel patrons. Disguised patrons were in Chicago from many parts of Ohio, Illinois, Indiana and other States, and a conference was held at the Indiana Hotel. Lanphere has sent out another circular offering to credit each patron's certificate at its full value if the patron brings along a friend who is willing to pay as much as the patron has paid thus far.

OUR SUITS

AT
\$18, \$20 AND \$22

Are in every way as good as those made to order for \$25, \$30 and \$35. They are perfect in fit, and for style and workmanship have no equal in this market.

Every Suit Guaranteed.



D. H. BALDWIN & CO., LEADING RETAIL HOUSE FOR PIANOS AND ORGANS.

SECOND-HAND ORGANS.
Former Reduced price. to
BAKER & RANDALL—No. 878, high top, 8 stops..... \$25 \$15
NEEDHAM & SON—No. 14551, 8 stops, sub-bass and compier..... 35 20
PACKARD—No. 8094, 6 stops..... 30 20
HALE—Pipe top, good organ for church..... 40 25
NATIONAL—No. 20148, 8 stops, high top..... 45 25
BURDETTE—No. 30278, 7 stops, high top..... 35 25
MASON & HAMLIN—No. 8070, low top..... 30 20
TAYLOR & FARLEY—No. 10164, 8 stops, low case..... 30 20
PRINCE MELODEON—No. 17475, 15 stops..... 15 8
PRINCE MELODEON—No. 23712, 15 stops..... 35 25
ESTLEY—No. 20297, low top, 5 stops, high top, 13 stops..... 60 40
BEATTY—No. 80422, high top, 14 stops..... 50 30
GERMAN CONCERT GRAND—No. 176 100
HAIDMAN—Carved legs, mother of pearl keys, 7 oct, good piano..... 185 140
R. GLEN—Old style case..... 85 80
EMERSON—No. 1914, 7 octaves, octagon top, 9 stops..... 135 80
GABLER—7 1/2 octaves, carved legs, in fine condition..... 195 160
VOSE—7 1/2 octaves, large piano..... 225 175
GILBERT—old style, in good condition..... 75 85

SQUARE PIANOS
Which have been taken in Exchange on New Uprights.

Former Reduced price. to
MAISEL—Old style..... \$75 \$40
GERMAN CONCERT GRAND—No. 176 100
HAIDMAN—Carved legs, mother of pearl keys, 7 oct, good piano..... 185 140
R. GLEN—Old style case..... 85 80
EMERSON—No. 1914, 7 octaves, octagon top, 9 stops..... 135 80
GABLER—7 1/2 octaves, carved legs, in fine condition..... 195 160
VOSE—7 1/2 octaves, large piano..... 225 175
GILBERT—old style, in good condition..... 75 85

The above prices on the Pianos are with new stool and cover—on the Organs a new stool and book—delivered in any part of the city free of charge, or boxed and delivered to any depot. On low monthly payments. Each instrument a bargain.

D. H. BALDWIN & CO.,
95, 97 & 99 North Pennsylvania Street, Indianapolis.

THE MALL MISSION.

Monthly Meeting of the Indianapolis Branch—Memorial Service in Honor of the French.

There was a meeting of the Mall Mission, yesterday afternoon, at the residence of Mrs. W. D. Cooper, and an attendance of nearly one hundred women who are interested in this mission work in France. There were monthly reports read and the routine business disposed of, and then letters were read from Mr. and Mrs. Thurber, of the American chapel in Paris. Since the letters were written Mr. and Mrs. Thurber have come to this country, and are now in Washington, D. C., visiting Mr. Thurber's brother, the private secretary. Mr. Thurber has the distinction of being the only American director on the mission board. A letter was read from Mrs. Charles Fairhurst, wife of Rev. Parkhurst, pastor of the Madison-avenue Presbyterian Church, who is president of the American Mall Mission Association.

After the letters a memorial meeting was held for Dr. Robert McCall, founder of the Mall mission, who died May 11, at the residence of Mrs. W. D. Cooper. Prayers were read to him were made, and prayers were offered for Mrs. McCall in her great sorrow. Mrs. E. O. Hawkins, corresponding secretary, read a letter written to the society by Dr. McCall about two weeks before he died, in which he expressed great happiness and satisfaction for the work done in Indiana.

Dunlap's Celebrated Hats,
And all the other new style hats, at "Seaton's Hat Store," 27 N. Penn. street.

MODERN ART. Quarterly, \$2.00. Out June 15th. "Decidedly artistic."—The Critic, New York.

Ingalls for Money.
What you want is to make money. Ingalls, the best new town in the Indiana gas belt is the place, and now is the time. We will furnish free transportation to parties contemplating investing. Call at our office, Room No. 14, Ingalls Block, for information. FISHER'S REAL ESTATE AGENCY.

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Leaves Indianapolis daily at 4 p. m. via Pennsylvania Line. Try it.

TICKETS for the Zigzag races for sale at H. T. Hearsey & Co., Hay & Willis's, Ribble & Clemen's and Zigzag Cycle.

Hill's Sliding Window Screens.
Leave your orders with us for Hill's Sliding Window Screens. Can be put on in good shape at reduced prices, painted any color, or varnished. Hill's Sliding Inside Blinds. Don't forget we have the best Refrigerator made, and the Rapid Ice Cream Presser is not equaled by any other on the market. HILDBRAND & FUGATE, 52 South Meridian street.

JULIUS C. WALK CARLE WALK
GRADUATING PRESENTS.
Fine jewelry, necklaces, watches, gold and silver bracelets, the latest novelties, opera glasses, choice leather goods, buttons, pins, rings, and many other quality items in gold and silver to make the present more lasting. We show our goods willingly and will be glad to assist you in making a selection.

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Bingham & Walk,
Leading Jeweler. No. 15 East Washington St.
General agent for the Fabrik (Philips) & Co. Watches & Constanza, and E. Koehn celebrated Swiss Watches.

ALBERT GALL, 17 and 19 West Washington Street.
Agency for H. C. Johnson's Parquet Flooring and Borders. Estimates furnished.

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City Office—Room 14, Masonic Temple, Indianapolis, where those interested can call or address us for consultation, information or literature bearing on the subject.

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PIANOS
Easy Monthly Payments
82 and 84 N. Penn. St., Indianapolis
FOR THE BABIES.
To introduce our Jewelry Department we will send, prepaid, by mail, a solid gold Baby Ring for 50c, if ordered before June 5. Send stamps or postal note.

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Odd Styles and Regular Styles Returned by Agents.

HAMILTON.

Styles 412 and 408 have four sets of reeds, 2 1/2 octaves each, 9 stops.
Styles 414, 424, 474 and 384 have four sets of reeds, 2 1/2 octaves each, and divided compass, 10 stops.
Former Reduced price. to
STYLE 418—No. 10077..... \$85 \$55
STYLE 412—No. 14867..... 85 55
STYLE 408—No. 9788..... 85 55
STYLE 424—No. 8711..... 85 55
STYLE 474—No. 8961, with mirrors 105 85
STYLE 474—No. 10407, with mirrors 105 85
STYLE 384—No. 1749..... 80 55
STYLE 384—No. 10097..... 80 55

STORY & CLARK ORGANS.

Former Reduced price. to
STYLE 671—No. 48974..... \$110 \$70
STYLE 721—No. 5790, with mirrors 120 80
STYLE 701—No. 54231..... 85 65
STYLE 691—No. 48983..... 110 80

Flanner & Buchanan

FUNERAL DIRECTORS.
We have removed to new and commodious quarters. Perfect privacy and comfortable session. Chapel and Morgue in charge of lady attendant.
172 North Illinois Street.

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\$1,000 May Bring a Fortune

A limited amount of the stock of the GOLD HILL MINING AND MILLING COMPANY is offered at 25 cents a share for development and machinery purposes.
Application for any number of shares will be received until the limited amount is disposed of, when an advance will be made to 50 cents and later to \$1.00. Return currency by express. Make checks and drafts payable to JOSEPH M. WULF, Treasurer. Correspondence invited. Agents wanted for the sale of first-class mining stocks. Address, JOSEPH M. WULF, Treasurer, 20 Broadway, New York.

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OPENS JUNE 21.
Accommodates 1,000 guests. Rates, \$3 to \$5 per day, according to location of room. FIRST CLASS IN EVERY RESPECT.
E. S. CLEMENT, Manager.

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All goods delivered on first payment.

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VENETIAN COPPER AND WROUGHT IRON
On Gas and Electric Chandeliers. It doesn't cost any more to have the newest things out.

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MARION BLOCK, - - - CORNER OF MERIDIAN AND OHIO STREETS

LAWN MOWERS PENNSYLVANIA REFRIGERATORS ALASKA
AND BUCKEYE. Most complete assortment in the city.

LILLY & STALNAKER, 64 East Washington St

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ALBERT GALL, 17 and 19 West Washington Street.