MAY BOYCOTT HILL'S ROAD

Western Railways Anxious to Punish the Great Northern for Cutting Rates.

Conductors Dismissed by the C. & E. I.—The Monon's New General Passenger Agent—Meeting of Freight Men.

The Western roads are making desperate efforts to have the Great Northern withdraw its $25 rate between Seattle and St. Paul, but that road has declined to do so unless the other roads withdraw their tourist service by June 18, a demand which it is practically impossible to grant. The only resource left to the other roads now is a boycott of the Great Northern. This would, in all probability, tickle the Great Northern immensely. Nobody claims that its reduced rates are made for any other purpose than those of advertising, and a boycott would advertise it more that it could do in its own behalf.

The Minneapolis & St. Louis has signed the revised agreement of the Western Passenger Association, and it will now go into effect June 15, as originally intended. An effort is being made, with good prospects of success, to induce the Northern Pacific to enter the association. In the event of a boycott against the Great Northern it will possibly do so.

Paying Up Old Scores.

Under the heading "Napoleon Ives Right in It," an Eastern financial paper says the later indications are that Ives has managed the biggest deal Ohio has known for years, and is in a position to hit the Cincinnati, Hamilton & Dayton a heavy blow. His control of the Ohio Southern gives him an immense coal, iron and coke field to draw upon, and the extension of that road from Springfield to Lima gives him a direct outlet to Chicago. In addition he is extending his line from Lima to Toledo, which will afford him lake shipments. There is no longer any doubt that he has arranged with the Pennsylvania Company to bring his trains from the north into Cincinnati via Xenia and the Little Miami, the shortest route from Toledo to Cincinnati. From the south he will reach Cincinnati via Washington Courthouse and the Muskingum Valley road, a Pennsylvania auxiliary. By this route Cincinnati is given the benefit of the shortest coal haul it has ever had.

A Good Man for the Place.

Commissioner Fulton, of the Chicago and Ohio River Association, says that General Manager McDoel, of the Monon, has made an excellent choice in Frank Reed as successor to James Barker as general passenger agent of the L., N. A. & C. lines. He is a perfect gentleman, well up in railroad matters, and full of energy. Other Chicago railway officials who were in the city yesterday made similar expressions of Mr. Reed's fitness for the position. The statement that Mr. Reed was once manager of the Indianapolis Journal is not correct. He was at one time part owner of the Lafayette Journal, where Mr. McCormick found him and employed him as city ticket agent of the Monon at Chicago. The L., N. A. & C. then run into Chicago over the Michigan Central tracks, and Mr. McCormick was general Northwestern agent of the L., N. A. & C.

More Conductors Dismissed.

The Chicago & Eastern Illinois is still discharging passenger conductors, on Monday dismissing conductors Peck and Lewis. Both had been running as conductors for several years. In these cases the men discharged were informed of the cause, they being retired for accepting insufficient fares and carrying people in violation of the company's rules. President Carpenter has stated that this policy will be continued by the company until the conductors comply with the rules under which they are employed. The conductors deposed last week talked of having the Order of Railway Conductors take the matter up, but the turn things have taken this week has led them to abandon the proposition, for the present at least.

Yesterday's Freight Meeting.

The freight officials of the roads in the Chicago and Ohio River Traffic Association held their regular meeting yesterday, every road in the association being represented. Commissioner Fulton was inclined to push things. The meeting was called to order at 10:30 A. M., and remained in session until 2:30 P. M., taking action on thirty different subjects. Commissioner Fulton said all matters taken up were of a routine character, and of no interest except to the roads in the association and roads connecting with such lines. No action was taken which affected rates or classification, in which shippers are interested.

Personal, Local and General Notes.

The Vandalia has put on its fast trains between Terre Haute and St. Joseph.

The Indianapolis Railway Superintendents' Association will hold its regular monthly meeting to-day.

Charles Neilson, general superintendent of the Cincinnati, Hamilton & Dayton lines, was in the city yesterday.

Trains 1 and 17, going north, and 8 and 18, coming south, over the Big Four, now haul a dining car between Indianapolis and Kankakee.

Last week stock of the Evansville & Terre Haute sold at $135.50 per share, and it is stated the purchaser would have taken more at the same figure.

Charles Wheeler, traveling passenger agent of the Vandalia, has recovered from his recent severe illness and made his first trip since his recovery yesterday.

The Chicago & Eastern Illinois has increased the pay of its track men at terminal and division points 25 cents per day, making their present wages $1.50 a day.

The fruit shippers at New Albany on Monday night presented Col. F. Geiger, division superintendent of the Adams Express Company, with a fine diamond stud.

The Cincinnati musical festival has chartered from the Big Four for June 19 two baggage cars, twelve coaches and four parlor cars to carry them to the world's fair on that date.

Another batch of firemen on the Pennsylvania lines are to be promoted this week to positions of engineers on freight engines, the freight engineers whose places they take being promoted to passenger engineers.

The Toledo Division of the Order of Railway Conductors on Monday evening presented H. O. Wright, secretary and treasurer of that division, an elegant gold watch and charm for faithful services the last year.

General Agent Valliery, of the Chicago, Burlington & Quincy, is in the city. He states that the "Q" is now taking into Chicago five hundred carloads of grain a day, and about two hundred carloads into Peoria and St. Louis.

Eighty-two men who have been laying the eighty-pound steel rails on the Chicago division between Indianapolis and Kankakee were brought in yesterday and divided up among the section foremen on the Big Four lines east of Indianapolis to aid in putting the track in order.

Train 20, over the Vandalia, one of the fastest scheduled trains crossing Indiana, yesterday passed Filmore hauling nine cars, eight minutes late, and came into the Union Station on time. Filmore is thirty-three miles west and the train reached the Belt road on time, which was a remarkable run with so heavy a train.

There are those who are of opinion that there will ultimately be a consolidation of interests of the Cincinnati, Hamilton & Dayton and the Louisville, New Albany & Chicago. Some of the shrewdest railroad men are of opinion that the C., H. & D. managers would have shown more wisdom had they long since taken steps for such a combination of interests.

Work was resumed yesterday on the new bridge over the Ohio river between Jeffersonville and Louisville, with A. B. Milliken as superintendent of the work. There is still some mystery as to who is furnishing the funds to complete this bridge, which has been so long in process of construction. It is believed Vanderbilt money is behind the enterprise at the present time.

The fine, large, ten-wheel passenger engine of the Cincinnati, Hamilton & Dayton, on exhibition at the world's fair, will, after the exhibition is over, be used in hauling the fast express trains of the C., H. & D. between Cincinnati and Indianapolis. This engine is guaranteed to haul ten cars from Cincinnati to Indianapolis at an average speed of sixty miles an hour if pressed.

E. A. Peck, as general superintendent of the St. Louis & Iron Mountain, succeeds one of the best railroad men in the country, R. E. Ricker, who, in the sixties, was the first superintendent of the Louisville, New Albany & Chicago, and then general superintendent of the T. H. & I. under E. J. Peck, who at that time was president of that road. His successor was John E. Simpson.

Daniel Donough, general ticket agent at the Union Station, yesterday received a letter from the far West asking the whereabouts of John M. Commons, who in the fifties was superintendent of the Indiana Central road. The writer is anxious to learn if he is still living. Mr. Commons is now connected with one of the city's most active and prosperous business firms, H. T. Conde & Co., and has almost forgotten that he was ever a railroad man.

The officials of the Lake Shore & Michigan Southern, who are responsible for the inauguration of the twenty-hour service between New York and Chicago via their line and the New York Central, and have been running since May 28 what is known as the "exposition flyer," repudiate the statement that this train has been discontinued. On the contrary, they claim that it is gaining in popularity, and is running in either direction to its fullest capacity.

Frank McWhinney, who for thirty-five years was agent of the Indiana Central and Panhandle lines at Greenville, O., was in the city yesterday. Mr. McWhinney has been very fortunate in some real-estate deals and a few months ago left the company's service. He was here yesterday looking at some real estate which he has some idea, he says, of purchasing. He says Columbus, O., and Indianapolis are as good places to invest money in real estate as any cities he knows of.

Frank G. Darlington, superintendent of the Pennsylvania lines (Indianapolis division), says his division is carrying at least five hundred more passengers a day than at the corresponding period last year, and the passenger earnings are more than making up any deficit on this division there may be in freight earnings. In this connection he states that Indianapolis is showing a larger increase in freight tonnage thus far this year than any point on the Pennsylvania lines west of Pittsburg, Chicago excepted.

The Burlington road has made a reduction in passenger rates from St. Louis to St. Paul. The rates from St. Louis to St. Paul have been $25.60 for some time past, and the Burlington, realizing that that road could do a much better business during the summer months by making a reduction, decided to make a cut. The information was conveyed to the Cnicago & Alton and war was at once threatened. Rather than experience a rate war, the rate was only cut from $25.60 to $24.15. This arrangement is satisfactory to the management of the C. & A., and no trouble is anticipated now.

The stockholders of the Peoria, Decatur & Evansville will meet on the 20th of this month to vote on the question of consolidating this line with the Chicago & Ohio River and the issuance of a new series of bonds. Those well informed state that President Mackey will carry out his plan without any marked opposition, the opponents of the scheme having become less determined. The turn matters are taking makes it unfortunate that President Mackey, who once came so near securing control of the Indianapolis, Decatur & Western, did not accomplish his purpose, as it would have given his line a good Indianapolis route and would have been worth much more to Indianapolis than having it pass under control of the Cincinnati, Hamilton & Dayton.

THE COUNTY SUPERINTENDENTS.

Annual Session of the State Association Begins—The Papers and Discussions.

Half a hundred of the county superintendents of the State attended the annual session of the Indiana County Superintendents' Association at the Statehouse yesterday, and to-day it is expected that this number will be largely increased. President Quitman Jackson, of Hancock county, presided over the two sessions yesterday. A number of the superintendents are newly elected officials and an informal gathering was held until 10 o'clock when the association was called to order and Thomas W. Cullen, of Gibson county, began the reading of his paper on "In What Way may the County Superintendent be the most Helpful to his Teachers?" Although it has not been completed, he thought the general plan for county work was an admirable one. The manner of leaving out a grade each year he found to be troublesome and difficult to explain to the taxpayers. He favored dividing a township off into districts and only teach the grades above the sixth at the central district, where two teachers could be employed. A part of Mr. Cullen's paper considered the relation between superintendent and teacher and the gentle means to be employed in correcting the methods of young teachers.

W. B. Sinclair, of Starke county, in discussing the paper thought there should be no fear in correcting the work or criticising the methods of teachers. F. E. Cooper talked about the support a teacher should receive from the superintendent in the event of a dispute between a patron and the teacher. He had often felt the difficulty of reproving a teacher, but he felt it should be done at times in straightforward, but mild way. A number of others discussed the paper. Chairman Samuel J. Huston, of Dearborn county, read the report of the committee on constitution and by-laws.

In the afternoon George R. Wilson, of Dubois county, read a paper on "The County Superintendent's Relation to the Public: How Interest the People in the Work of the Schools?" He suggested the establishment of an educational column in the country weeklies and thought it would be well for the superintendent to make his cause known throughout the county. Charles W. Stolzer, of Floyd county, and F. M. Searles, of Grant, discussed the paper. J. O. Lewellen, of Delaware county, was on the programme for a paper on "What should the County Superintendent Learn from the Manuscripts of the Bimonthly Examinations?" He was not present, but the topic was discussed by W. W. French, of Posey county, and others. The association will adjourn this afternoon, and on Thursday will go in a body to the State Normal School at Terre Haute. The following is the programme for to-day:

"Purpose of the County Institute," Thos. A. Mott, Wayne county. Discussion—C. W. Thomas, of Harrison; C. W. Osborne, of Union; J. W. Denney, of Randolph, and John T. Morris, of Martin. "Other Evidences to be Considered in Licensing Teachers." Discussion—F. M. Lyon, of Putnam; J. F. Snow, of Adams; H. H. Loring, of Porter, and E. J. McAlpine, of Kosciusko. The afternoon will be taken up with the reading circle work.

BATH THAT PROVED FATAL.

"Pauper Joe" Miller Dives Into White River from a Boat and Is Seen No More.

Joseph Miller, colored, known as "Pauper Joe," was drowned in the river last night, near the Vandalia bridge. He was about forty years of age and has no family. He was considerable of a wanderer and returned from one of his tours last night on the Vandalia train, and after alighting from the cars, walked down to the river to see some fishermen whom he knew. About 9 o'clock he undressed to take a swim, and, walking to the end of one of the boats moored to the bank, dived into the water. He was seen no more and after some little time the fishermen telephoned Collier & Murphy's undertaking establishment of the accident. Search was begun for the body and it was located several times, but at a late hour had not been recovered. Miller usually spent his time in fishing on the river, but had no other occupation.

Another Boy Horsethief Taken In.

Walter Jefferson, a small colored boy, implicated in the theft of several horses and vehicles, was arrested last night by detectives Daugherty and Kaehn. He lives on Massachusetts avenue, near Michigan street.

FORD THEATER DISASTER

Further Testimony by Government Clerks on the State of the Building.

Colonel Ainsworth Goes Into Court, Demands Permission to Cross-Examine Witnesses, and Makes a Long Statement.

WASHINGTON, June 13.—By direction of the Commissioners for the District of Columbia the inquest over the victims of the old theater disaster was continued publicly this morning, in Willard's Hall, instead of privately in the first precinct police station. When the inquest began clerks and others were crowded in nearly every part of the hall. In order to prevent a repetition of the trouble of yesterday, a squad of police attended. Many prominent persons were present. Just before the inquest began Judge Jere Wilson, a well-known Washington lawyer, entered the hall with Smith Thompson, the elderly clerk who presided over the indignation meeting yesterday. Judge Wilson had volunteered his services in the interest of the employes of the record and pension division, and his appearance was the signal for an outburst of applause from the clerks of that office. Colonel Ainsworth and his attorney, Mr. Ross Perry, did not appear.

Deputy Coroner Schaeffer called the jury to order and directed Mr. Melick, a clerk who was employed on the second floor, to take the stand. He described his escape humorously. He had, he said, mapped out a route of escape in the event of a fire. He had heard the building described as an old rattletrap, and he had the statement confirmed by seeing the rear or east wall, which bulged to a considerable extent. There was a private staircase in the annex to the structure, but it was used only by Colonel Ainsworth and his chief clerk, Mr. Brown.

Mr. Melick said he believed the building was dangerous, but he did not care to complain, because he felt that if he did his position would not be secure. He did not believe in this civil-service business; it affords no protection.

Ernest F. Boeger, another clerk, told of the belief among the clerks that the building was dangerous. He had been told by a clerk—Fred Collins—that the building was in danger of collapsing, and he had replied that if it did collapse Ainsworth ought to be under it.

Ernest Baier, a record and pension division clerk, told of his fear that the theater building would fall during the progress of the excavation. He had always believed the structure dangerous. He had not made complaint to his superior officers because he feared the consquence. He knew that a clerk named Lease, or Pease, had asked for a transfer to another building, and had been told that his only recourse was to resign. The clerks felt strongly against Col. Ainsworth and Jacob Freich, because they had not been furloughed while the excavation was going on.

Just before Mr. Baier began his testimony Deputy Coroner Schaeffer was served with papers, issued by Chief Justice Bingham, of the Supreme Court of the District of Columbia, directing him to appear at 3 P. M., in answer to a petition filed by Colonel Ainsworth, requesting that he [Colonel Ainsworth] be allowed to be represented by counsel at the inquest.

Frank Randolph was the next witness. He had been employed in the ruined building since 1890. The feeling toward the heads of the bureau, he said, was not cordial, and especially was this so toward the chief clerk, Jacob Freich, who treated men as dogs and not as men. He was tyrannical and overbearing. Col. Ainsworth, so far as his personal experience went, treated his clerks individually as men. Mr. Freich did not. This concluded the testimony for the day.

STATEMENT FROM COLONEL AINSWORTH.

The proceedings in the District Supreme Court were interesting. The petition filed by Colonel Ainsworth gives in detail a statement of the condition of the building and his participation in the work, which is the first statement bearing directly upon the case he made since the accident. The report is very voluminous. He sets forth the fact that he is chief of the Record and Pension Office of the War Department, and as such, is charged with the supervision of the clerical force located in Ford's old opera-house building, having been put in charge in 1887. Colonel Ainsworth says that as he had, as director, heard certain rumors touching the security of the eastern wall of the building, when he assumed control he made diligent inquiry of the officers of the War Department and learned it had been made perfectly secure and the entire building was in every respect safe. Having obtained a new steam-heating apparatus and an entirely new plumbing outfit for the whole building, Colonel Ainsworth says to further promote the comfort of the force he procured an electric-light plant, and for the purpose of locating this electric-light plant and to improve the ventilation of the basement of the building it became necessary to excavate a space about twelve feet in width between the two partition walls in the basement. This, he says, required to be underpinned. Col. Ainsworth caused specifications to be made showing the work to be done, and submitted them to the officers of the War Department charged with the duty of making contracts. Bidders were required to do the work without danger, and among all the fourteen bidders, Colonel Ainsworth says, there was no intimation from any of probable danger. Out of abundant caution, during the progress of the work, he had frequently gone into the basement in order that in case there should appear the slightest indication of danger he might at once remove all the occupants from the building. In addition to this, and for the same purpose, he required the superintendent of the building to constantly watch the work, and instructed him to report immediately any indication of danger.

Colonel Ainsworth denies that any of the numerous occupants of the building made any suggestion of danger to him or any one else, to his knowledge, until after the accident. Concerning the space roped off, he says there was a small portion of the first floor so roped off for the reason that it was to be subsequently removed and because it was supported only by joists resting on the ground which had been excavated, and not because of danger to the building. He declared that he gave no directions, nor was anyone authorized to do so with respect to the movement of clerks in or about the building during the progress of the work. On June 9, Colonel Ainsworth continues, after all the walls, including all the piers but one, had been safely underpinned, and while the men were actually underpinning the last pier, for some cause, to me unknown, the pier gave way and a portion of the floor of all the three stories fell, most unfortunately killing and wounding many people.

Colonel Ainsworth says that almost immediately after the catastrophe rumors reached him that he was publicly accused of criminal negligence, and was so accused in the public press of the District. He, therefore, appeared with counsel at the session of the coroner's jury, June 12, the testimony of certain witnesses tending, if unexplained, to impute to him criminal negligence. Through his counsel, Colonel Ainsworth says, he requested permission of the coroner to cross-examine witnesses, but the deputy coroner refused. Subsequently the Colonel says he was falsely accused of intimidating witnesses and charged with murder by sundry persons in attendance, and was finally called upon to withdraw from the court by the deputy coroner and by one of the jurors. Thereupon a riotous mob surrounded him and threatened his life. Colonel Ainsworth says he has stated the facts so fully because he is convinced that a fair investigation will result in his acquittal of all blame. He asks that the deputy coroner be commanded to permit him to be present with counsel, and to adopt such measures as are necessary to protect his life, which had been threatened.

District Attorney Burney filed a demurrer, claiming that Colonel Ainsworth's petition did not set forth any matter that authorized a writ of mandamus. Colonel Ainsworth had not been accused, said Mr. Burney, save by the newspapers. There had been no charge, warrant or arrest. His petition was simply this, that fearing something might be said or a verdict rendered that might reflect upon him, he seeks an order to command the coroner to permit him to have counsel and conduct a trial. The court took the question under advisement until 10 o'clock to-morrow morning.

GIBBONS ON SUNDAY REST.

The Cardinal Utters a Warning Against Desecration of the Christian Sabbath.

NEW YORK, June 13.—"Sunday Rest" is the theme of Cardinal Gibbons's paper to be read at the congress of Sabbath observers at Chicago. The paper has been received here by the committee in charge. His Eminence holds that the desecration of the Christian Sabbath is one of our social dangers, against which it behooves us to set our face, and to take timely precautions before it assumes proportions too formidable to be easily eradicated. An exhaustive review of the earliest Sabbath observance follows, leading to the conclusion that it was derived from the primitive law given to Adam. "With what profound reverence, then," he says, "should we view an ordinance instituted to draw man closer to his Maker. Whenever the enemies of God seek to destroy the religion of a people they find no means so effectual for carrying out their impious designs as the suppress of the Sabbath." He refers to the Sabbath desecrations of other times, and then, coming down to the present, says:

I have seen Sunday violated in Paris, in Brussels, and in other capitals of Europe. And, even in Rome, I have seen government workmen engaged on the Lord's day in excavating and in building, a profanation which grieved the Holy Father, as he himself acknowledged to me. Who are they that profane the Sunday in those cities of Europe? They are men lost to all sense of religion, who glory in their impiety and who aim at the utter extirpation of Christianity.

A close observer cannot fail to note the dangerous inroads that have been made on the Lord's day in our country within the last quarter of a century. If these encroachments are not checked in time the day may come when the religious quiet, now happily reigning in our well ordered cities, will be changed into noise and turbulence; when the sound of the church bell will be drowned by the echo of the hammer and the dray, when the Bible and the prayer book will be supplanted by the newspaper and the magazine, when the votaries of the theater and drinking saloon will out number the religious worshipers, and salutary thoughts of God, of eternity and of the soul will be checked by the cares of business and by the pleasures and dissipations of the world.

The Christian Sabbath is the living witness of revelation, an abiding guardian of Christianity. The summary closing of our civil tribunals would not entail a more disastrous injury on the laws of the land than the closing of our churches would inflict on the Christian religion. The institution of the Christian Sabbath has contributed more to the peace and good order of nations than could be accomplished by standing armies and the best organized police force.

The Christian Sunday is not to be confounded with the Jewish or even the Puritan Sabbath. It prescribes the golden mean between rigid Sabbatarianism on the one hand, and lax indulgence on the other. There is little doubt that the revulsion of public sentiment from a rigorous to a loose observance of the Lord's day can be ascribed to the sincere but misguided zeal of the Puritans, who confounded the Christian Sunday with the Jewish Sabbath, and imposed restraints upon the people which were repulsive to Christian freedom, and which were not warranted by the gospel dispensation.

The Lord's day to the Catholic heart is always a day of joy. The church desires us, on that day, to be cheerful without dissipation, grave and religious, without sadness or melancholy. She forbids, indeed, all unnecessary servile work on that day, but, as "the Sabbath was made for man, not man for the Sabbath," she allows such work whenever charity or necessity shall demand it. And as it is a day consecrated not only to religion but also to relaxation of mind and body, she permits us to spend a portion of it in innocent recreation. In a word, the true conception of the Lord's day is expressed in the words of the Psalmist: "That is the day which the Lord hath made; let us be glad and rejoice therein."

INDIANA FAIRS.

The following is a list, with dates, of the various fairs of Indiana:

July 4 and 5—Bedford Fair and Trotting Association; Frank O. Stannard, sec.
Aug. 7 to 11—Bridgeton Union Agricultural Society; Bridgeton; F. M. Miller, sec.
Aug. 7 to 11—Tipton County Fair Company; Tipton; W. R. Oglesbay, sec.
Aug. 8 to 11—Wayne County Fair Association; Hagerstown; J. F. Hartley, sec.
Aug. 8 to 11—Henry, Madison and Delaware Agricultural Society; Middletown; F. B. Miller, sec.
Aug. 8 to 11—Jennings County Joint Stock Agricultural Association; North Vernon; Wm. G. Norris, sec.
Aug. 14 to 18—Delaware Agricultural and Mechanical; Muncie; M. S. Claypool, sec.
Aug. 14 to 18—Hamilton County Agricultural Association; Sheridan; W. J. Woods, sec.
Aug. 15 to 18—Jefferson County Fair Association; Madison; S. E. Haigh, sec.
Aug. 21 to 26—Oakland City Agricultural and Industrial Society; Oakland City; W. C. Miller, sec.
Aug. 21 to 25—Hancock County Agricultural Society; Greenfield; Marion Steele, sec.
Aug. 21 to 25—Parke County Agricultural Association; Rockville; J. E. Allen, sec.
Aug. 21 to 26—Daviess County fair; Washington; W. F. Axtell, sec.
Aug. 22 to 25—Washington County Fair Association; Salem; E. W. Menaugh, sec.
Aug. 28 to Sept. 2—Clinton County Agricultural Society; Frankfort; Joseph Heavilow, sec
Aug. 28 to Sept. 2—Harrison county fair; Corydon; D. F. Rurat, sec.
Aug. 28 to Sept. 2—Warren County Agricultural Association; Boonville; Wm. L. Barker, sec.
Aug. 28 to Sept. 2—Clark County Agricultural Association; Charlestown; J. M. McMillan, sec.
Aug. 29 to Sept. 1—Switzerland and Ohio Agricultural Society; East Enterprise; W. H. Madison, sec.
Aug. 29 to Sept. 2—Johnson County Agricultural Association; Franklin; W. S. Young, sec.
Aug. 29 to Sept. 2—Decatur County Agricultural Society; Greensburg; Ed Kessing, sec.
Aug. 29 to Sept. 2—Randolph Union Agricultural Society; Winchester; D. E. Hanfman, sec.
Aug. 29 to Sept. 2—Grange Jubilee and Agricultural Association; Wirt Station; T. H. Watlington, sec.
Sept. 4 to 9—Floyd County Fair Association; New Albany; C. W. Schindler, sec
Sept. 4 to 8—Benton and Warren Agricultural Association; Boswell; W. H. McKnight, sec.
Sept. 4 to 9—Spencer County Agricultural and Industrial Society; Chrisney; P. C. Jolly, sec.
Sept. 4 to 8—Tippecanoe County Agricultural Association; Lafayette; A. Wallace, sec.
Sept. 4 to 9—Pike County Agricultural Association; Petersburg; T. W. Brunnfield, sec.
Sept. 5 to 9—Shelby County Joint Stock Association; Shelbyville; E. E. Stroup, sec.
Sept. 3 to 8—Putnam Agricultural Association; Bainbridge; A. R. Allison, sec.
Sept. 4 to 9—Sullivan County Agricultural Association; Sullivan; Ben J. Davis, sec.
Sept. 11 to 15—Montgomery Union Agricultural Society; Crawfordsville; W. W. Morgan, sec.
Sept. 12 to 15—Newton County Agricultural Association; Morocco; G. W. Royster, sec.
Sept. 11 to 16—Fairmount Fair; Fairmount; J. D. Latham, sec.
Sept. 11 to 16—Gibson County Fair Association; Princeton; S. Vet. Strain, sec.
Sept. 12 to 15—Rush County Agricultural Society; Rushville; J. Q. Thomas, sec.
Sept. 12 to 15—Washington County Fair Association; Pekin; R. E. Elrod, sec.
Sept. 12 to 16—Warren Tri-County Agricultural Society; Warren; John H. Thompson, sec.
Sept. 12 to 16—Bedford Fair Association; Bedford; Frank Stannard, sec.
Sept. 18 to 23—Indiana State fair; Indianapolis; Charles F. Kennedy, sec.
Sept. 18 to 23—Perry Agricultural and Mechanical Association; Rome; W. Wheeler, sec.
Sept. 18 to 23—Greene County Central fair; Bloomfield; T. T. Pringle, sec.
Sept. 19 to 22—Wabash County Fair Association; Wabash; G. B. Fawley, sec.
Sept. 19 to 22—Marshall County Agricultural and Industrial Assoc'n; Plymouth; S. N. Stevens, sec.
Sept. 19 to 22—Porter County Agricultural Society; Valparaiso; E. S. Beach, sec.
Sept. 19 to 22—Steuben County Agricultural Association; Angola; H. L. Hasten, sec.
Sept. 18 to 22—Fountain, Warren and Vermillion Agricultural Association; Covington; W. T. Ward, sec.
Sept. 25 to 29—Eastern Indiana Agricultural Association; Kendallville; J. S. Conlogue, sec.
Sept. 25 to 30—Spencer County Fair Association; Rockport; C. M. Partridge, sec.
Sept. 25 to 29—Vermillion County Fair Association; Cayuga; J. S. Grondyke, sec.
Sept. 25 to 29—Jay County Agricultural and Joint Stock Company; Portland; G. W. Burgman, sec.
Sept. 26 to 29—Tri-County Agricultural Society; North Manchester; D. W. Krisher, sec.
Sept. 26 to 29—Jackson County Fair Association; Seymour; C. A. Saltmarsh, sec.
Sept. 26 to 30—Monroe County Agricultural Association; Bloomington; C. R. Worrall, sec.
Sept. 27 to 29—Bremen Agricultural Society; Bremen; I. L. D. Lesler, sec.
Sept. 26 to 30—The Southern Indiana District Fair Association; Mt. Vernon; C. W. Lichtenberger, sec.
Sept. 25 to 29—Poplar Grove A., H. and M. Association; Poplar Grove; R. T. Barbour, sec.
Oct. 2 to 5—Elkhart County Agricultural Society Goshen; E. E. Drake, sec.
Oct. 2 to 6—Lagrange Fair Association; Lagrange; C. H. Smith, sec.
Oct. 3 to 7—Huntington County Agricultural Society; Huntington; H. M. Purviance, sec.
Oct. 3 to 6—Lake County Agricultural Association; Crown Point; W. C. Nicholson, sec.
Oct. 3 to 6—Maxinkuckee Agricultural Association; Culver Park; E. S. Freeze, sec.
Oct. 3 to 7—Vermillion County Joint Stock Association; Newport; J. Richardson, sec.
Oct. 3 to 6—Marshall County Agricultural and Industrial Associat'n; Plymouth; S. N. Stephens, sec.
Oct. 4 to 7—Whitley County Joint Association; Columbia City; F. J. Heller, sec.
Oct. 9 to 14—Knox County Agricultural and Mechanical Society; Vincennes; J. W. Emison, sec.
Oct. 9 to 13—Northeastern Indiana Agricultural Association; Waterloo; J. G. Johnson, sec.
Oct. 10 to 13—The Bourbon Fair Association; Bourbon; G. D. Ettinger, sec.
Oct. 11 to 13—Farmers' Union Fair Association; New Carlisle; W. H. Deacon, sec.

WHY THERE ARE ACCIDENTS.

Bicycle Riders Travel Too Fast for the Safety of Themselves and Others.

Boston Transcript.

The alarming increase of accidents to bicycle riders this season has been a subject of considerable comment. Last year and the year before there were accidents to riders and to those with whom they happened to collide, while riding at a rapid pace through the streets, but this season one can hardly glance over the columns of a newspaper without reading accounts of several of these mishaps. It almost seems that the wheelmen had entered into a compact to injure themselves and others as often as an opertunity presented itself. The reasons for the increase in the bicycle accident list are in the first place that there are more wheels than ever before, and in the second place, that the alleged improvements in construction tend to accidents. The new style wheels, with their pneumatic tires, are without brakes, so that the rider cannot stop as readily as formerly when he sees that he is approaching danger. The construction of the tire is such that, were it supplied with a brake, the sudden and determined use of that article would burst the tire, allowing the air to escape. The new style wheels run over the pavements so much more easily than the old-style ones that when a vigorous young man gets astride of one of them he is seized with a desire to go like a race horse, and he does. The combination of swift riding and no brakes is responsible for probably 50 per cent. of the accidents to the wheelmen and the mortals who happen to get in their way. It might not be a bad idea to regulate their speed by law, especially through the crowded parts of the streets.

Exception Proves the Rule.

St. Paul Pioneer Press.

An Omaha woman defaulted to the amount of $275 and the fact was telegraphed all over the country. There could be no higher compliment to the honesty of her sex, for had the defaulter been a man the offense would have been passed with a brief notice in the local papers.

WHEN you speak or even think of spring medicine how quickly Hood's Sarsaparilla comes into your mind. Take it now.

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"I was about dead with womb trouble when I began to take *Lydia E. Pinkham's Vegetable Compound.*

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Administrator's Sale.

Notice is hereby given that the undersigned, administrator of the estate of Catharine Erdelmeyer, deceased, by order of the Marion Circuit Court, of Marion county, State of Indiana, will, on the 27th day of June, 1893, at 10 o'clock in the forenoon of said day, at the law office of Knefler & Berryhill, Room 5, No. 82½ East Washington street, in the city of Indianapolis, county of Marion, State of Indiana, offer for sale at private sale, free and discharged from all liens described in the petition, and particularly from the lien of the mortgage of defendant, Joseph Becker, guardian of Amelia Becker, for not less than the full appraised value thereof, the following real estate in Marion county, in the state of Indiana, to wit: That part of the S. E. ¼ of section 5, town. 15, range 4, as follows: Beginning on south line of said quarter section, in center of Brookville State road; thence N. 20¼° W. 5 56-100 chains; thence N. 4½° W. 4 41-100 chains to center of National road; thence S. 87° W. 5 58-100 chains; thence S. 9 32-100 chains to south line of said quarter section; thence east with said line 7 80-100 chains to beginning; also, beginning in center of National road at N. W. corner of a tract conveyed by John W. Hamilton and wife to George H. Adams and John R. Asher, on the 18th day of March, 1864; thence west in center of said road 49-100 chains; thence S. 9 32-100 chains, more or less, to section line; thence E. to Asher & Adams's S. W. corner; thence N. 9 32-100 chains to beginning, containing by estimation 40-100 acre, lying in S. E. ¼ sect. 5, town. 15, R. 4, containing in all six and forty-hundredths acres, with all the improvements and appurtenances thereunto belonging and appertaining. Such sale will be made upon the following terms and conditions, to wit. One-third of the purchase money cash in hand on the day of sale; one-third of the purchase money in one year from the date of sale, and one-third of the purchase money in two years from the date of sale, the purchaser or purchasers to execute promissory notes for the deferred payments representing the unpaid balance of the purchase money, bearing interest at the rate of 6 per cent. per annum, payable with attorney's fees, waiving relief from valuation or appraisement laws, the payment of said notes to be secured by mortgage executed by the purchaser or purchasers upon the real estate sold. FRANK ERDELMEYER, Administrator of the estate of Catharine Erdelmeyer, dec'd.

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