THE W. J. FLORENCE
TEN-CENT CIGAR.

Veni! Vidi! Vici!
We came among you! We met you! We pleased you! and we hope you will continue to recognize the merit and be a consumer of the
FLORENCE 10-CENT CIGAR.

PATTON BROS., STATE AGENTS
RICHMOND, IND.,

AFFAIRS OF THE RAILWAYS

Trouble Brewing on the Toledo, St. Louis & Kansas City Road.

The General Superintendent Alleged to Be Acting Unfairly Towards Employes—A Line with Many Well-Paid Officers.

Trouble is brewing on the Toledo, St. Louis & Kansas City road, if reports are true. The general superintendent is attempting to break down all schedules and agreements with the trainmen, operators, etc., thinking that they will be deterred from attempting any resistance while under control of the United States Court. Committees are interviewing General Superintendent Mills, and if an agreement is not reached they are going, first, to S. R. Callaway, the receiver, and then, in a respectful way, to Judge Woods, at Chicago, who, it is believed, will not permit any injustice when it is brought before him officially. An outsider, who is well informed regarding the road, says it is top-heavy, and he knows of no road in the country of equal mileage which has as many officers as this road has at the present time. The official roster is as follows: S. R. Callaway, receiver; A. L. Mills, general superintendent; C. N. Pratt, division superintendent; L. T. Westrich, division superintendent; E. Dresser, superintendent car service; one general roadmaster, three division roadmasters, one general master mechanic, two chief dispatchers, with new offices opened in Toledo and St. Louis, causing the expense of moving there with the additional clerical aid necessary.

The Transcontinental Rate War.

The Northern Pacific is preparing to give James Hill and the Great Northern road a fight that they will remember for many a long day. Whether or not an active fight will be begun at once depends upon the action taken at the special meeting of the 27th. If nothing is done at this meeting which promises entire protection to the Northern Pacific, that road will take matters into its own hands and will, in all probability, make through rates to Chicago which will have the effect of dragging down rates all over the Northwest. The Western roads are very seriously disturbed over the prospect of a fight and will hold off the Northern Pacific as long as possible, but the latter road is naturally unwilling to sacrifice its Western business and it will not. Just as soon as the meeting called for the 27th is over white-winged peace will be hovering around or there will begin one of the toughest railway fights of recent years. The ticket office of the Wisconsin Central and Northern Pacific in Chicago are to be merged within a short time, which means the sale of tickets through from Chicago to the Pacific coast, instead of tickets from Chicago to St. Paul and from there to the coast.

Personal, Local and General Notes.

J. A. Barnard, general manager of the Peoria & Eastern, has gone to Hot Springs, W. Va., for a few days.

William Garstang, superintendent of motive power on the Big Four lines, will sail on the 28th for Europe.

John Lehr, who a few weeks ago went to Peoria as agent of the Peoria & Eastern, has returned to the city.

The Lake Erie & Western comes out in June with an increase in gross earnings over the corresponding week of 1892 of $7,228.

Within the last ten days five class "R" locomotives, Altoona build, have been delivered to the Chicago division of the Panhandle lines.

On Thursday last there were handled on the Big Four system 22,899 passengers, the largest number handled since the world's fair business set in.

Messengers of the American Express Company will take the places of those of the Adams Express Company, on July 1, on the Cairo Short-line.

The Atchison, Topeka & Santa Fe lines earned in the second week of June $902,673.15, an increase over the corresponding week of 1892 of $40,227.25.

The improvements which the Pennsylvania Railroad Company is making this season to its line between Pittsburg and Altoona will cost $1,500,000.

The Wabash is running four through passenger trains over its new line between Detroit and Chicago daily, each way, and doing an excellent business.

Travel over the Big Four lines for Chicago is so heavy that the company will probably, in the next few days, put on another regular scheduled train, making six trains a day for Chicago.

The Association of Railway Claim Agents will hold its annual meeting in Chicago on July 11, at which time J. T. Brooks, vice president of the Pennsylvania lines, will deliver an address.

Purchasing Agent Stimson, of the Big Four lines, was in the city yesterday, and it is quite possible that his headquarters will be removed here, this being the most central point on the system.

The Lake Erie & Western will to-night put on a special train to run to Chicago, via Michigan City, in connection with the boat. For some weeks to come this train will be run every Saturday night.

The passenger business of the Lake Shore road for Chicago is so increasing that, on the 1st of July, it will restore the three trains each way taken off a few days ago, making fourteen trains run each way between Toledo and Chicago.

Eugene V. Debs, the grand organizer of the American Railway Union, is much encouraged over the outcome of the meeting last week in Chicago. It was the third attempt to put the organization on its feet, and promises to be a success.

A representative of the Lake Erie & Western surprised its competitors on Thursday by appearing at Edinburg and gathering up sixty-five passengers to the world's fair, by its part-rail and part-water route via Michigan City.

The Vandalia continues to lead in tonnage all other lines on business out of Peoria, and it creates a good deal of comment, as it was supposed that after J. H. Sessions left the Vandalia and went to the Big Four the table would be turned.

J. A. Barnard, general manager of the Peoria & Eastern, sent $40 to the agent of the company at Crawfordsville to divide between the firemen of Crawfordsville who saved an expensive trestle which would have been destroyed by fire but for their efforts.

Roads in the Central Traffic and the Chicago and Ohio River Traffic Association territory announce that they will give half-fare rates for July 4, good for two hundred miles from selling point. Tickets will be good going the 3d and returning on the 5th of July.

M. D. Woodford, president of the Cincinnati, Hamilton & Dayton, is quoted as saying that the C., H. & D. would not take control of the Indianapolis, Decatur & Western until Nov. 1. The delay in the matter, he says, is not due to the money stringency.

J. B. Harter, general superintendent of the Chicago & Southeastern, and H. Moore, general utility man on the same line, are in the city. Mr. Harter states that business is slow with them, but the earnings are paying the operating expenses and leaving a little to be expended in improving the roadbed.

The frequency which the trains from Cincinnati, over the Cincinnati, Hamilton & Dayton, are late, it is stated, is due to waiting on Southern connections, not to lack of power or speed of its locomotives, they often running, with seven cars, from Cincinnati to Indianapolis in two hours and forty minutes.

Princess Eulalia has presented to Robert A. Parke, passenger agent of the Pennsylvania railroad, with enthusiastic commendation of the service of the company, a beautiful and costly dagger, highly ornamented and inlaid with jewels. Mr. Parke represented the Pennsylvania Company, and had personal charge of the train in which the Princess traveled while in this country, all details of the trip having been delegated to him by Secretary of State Gresham.

Subordinate officers of the Big Four, who report to Vice President Murray, and those of the Chesapeake & Ohio, who report to Freight Traffic Manager Walker, are, during the absence of Messrs. Murray and Walker in Europe, to report to M. E. Ingalls, president of both companies, when the matters are of importance.

A railway safety coach, the invention of J. P. Tillson, of Peru, Ind., is attracting the attention of railway men to a considerable extent. The car is novel in its construction, and the principal object aimed at is to afford a ready means of escape for its occupants. In case of accident there is no crowding to the end doors of the coaches, the means of exit at the sides being ample and convenient.

A representative of one of the Texas roads smiled when he learned that shippers and consignees in this city growled when they were charged $1 a day demurrage when a car was held for loading or unloading more than forty-eight hours. "Down in our State," said he, "the demurrage is $2 a day after forty-eight hours, and the railway commissioners are with the roads in enforcing the charge."

Infanta Eulalia's railway experience in this country were of a kind to give her a good idea of the luxuries, speed and safety of traveling on American railways. On her way to Chicago she enjoyed a mile-a-minute ride on a Pennsylvania engine, and on her return a Michigan Central train ran from Chicago to Niagara Falls in less than eleven hours, the distance being 514 miles, or, exclusive of stops, fifty-two miles an hour.

The organization of the Southwestern Traffic Association was practically completed at Chicago yesterday. The articles of agreement were satisfactorily arranged, and an adjournment was taken to Tuesday next in order to permit the representatives of the various roads to secure the ratification of the same from the respective officials. Upon the reconvening on Tuesday officers will be elected and freight rates adjusted.

Some months ago it was stated that C. E. Henderson, formerly general manager of the Indiana, Bloomington & Western, but who for three years has been general manager of the Philadelphia & Reading company's coal and iron industries, had tendered his resignation. It has not as yet been acted on. So well is he performing the duties of the position that there is a hesitancy as to relieving him, although his health is not what Mr. Henderson wishes it was.

The Columbian express over the Pennsylvania lines between New York and Chicago is now run daily in three or four sections, and the limited is crowded daily. Some of the competing roads have asked the Pennsylvania to make the fare on the Columbian express the same as on the famous limited, believing that were such action taken more of the business going over the Pennsylvania lines would drift to its competing lines and better even up matters.

Local railroad men will be pleased to learn that an agreement as to height of drawbars on freight cars required for couplers has been filed by the American Railway Association with the Interstate-commerce Commission, in accordance with the coupler bill passed at the last session of Congress. The height of the drawbar, as specified by the association, is thirty-four and one-half inches, and will be adopted as the standard drawbars on American railways. This is an important step toward carrying out the coupler bill requiring a uniform coupler, and one which will couple without the intervention of a train hand or the use of the old link and pin. A general yardmaster, yesterday, in speaking of this, said that 90 per cent. of the yard men would, if asked, prefer a coupler where the link and pin are used if the cars are properly constructed.

IT WILL NOT BE PAVED.

Indianola People Change Their Minds About Washington Street West of the River.

A remonstrance of two-thirds of the resident property owners living on West Washington street, between White river and Belmont avenue, was filed with the Board of Public Works yesterday morning. The board some time ago determined to improve the street, there having been a petition presented to it for the same, but it had not yet ordered it. A number of the names which appeared on the petition for the improvement also appeared on the remonstrance, and the board determined to investigate the matter fully before deciding one way or the other.

Petition for Thornton's Reinstatement.

Councilman John Puryear is circulating a petition asking for the reinstatement of Ben Thornton as a detective on the city force, from which he was taken at a trial by the Board of Public Safety, on charges of conduct unbecoming an officer and of assisting the defense in the Eyster murder trial. The petition states that Thornton has been a member of the police force of the city for the past seventeen years, and has proved himself to be one of its most efficient officers, and that he should not be discharged from it on such testimony as was introduced before the Board of Public Safety as to his misconduct.

Mr. Puryear already has a large number of signatures to his list, among whom are the prominent business men of Washington street and of other thoroughfares. So far no one has refused to sign it, and all have expressed themselves as glad of the opportunity to do so. Thornton has not yet made up his mind what his future course will be, but that he will not serve as a patrolman is certain. He was seen yesterday, but refused to talk about the situation.

Flushing of Streets.

The board yesterday received a communication from the Indianapolis Water Company, signifying that it was willing to enter into a contract with the city for the flushing of the city streets. The terms are that the city is to use but two one-and-a-quarter-inch nozzles at a time, and to pay the water company $30 per week for the privilege. There was a controversy about the hours in which it was to be done, the water company wanting it to be between the hours of 9 P. M. and 6 A. M. and the board at any time in the twenty-four hours thought best. To this latter the water company agreed, providing that the streams were not played over nine consecutive hours at a time. The board will enter into the contract. The flushing of the streets will be done twice a week.

Municipal Notes.

A petition for renumbering the houses on Harlan street from Prospect street to Pleasant run was granted.

The board signed the following payment vouchers: Street repair gang, $2,040; sewer gang, $87.35; bridge gang, $120.05.

A petition for grading and graveling Park Front from Brookside avenue to Lambeth street was filed, but no action was taken on it.

The Board of Public Works ordered Gansberg & Roney to hasten with the completion of their contract for grading and graveling Alvord street. Complaint was made to the board of their slowness by Henry Webber.

The board took final action on the following street improvement resolutions: To brick Michigan from West to Blake; length 1,787 feet, width 36 feet; and Michigan from Indiana avenue to West, length 446 feet, width 40 feet. Also Linden, from Prospect to Orange, with gravel; length 856 feet, width 30 feet.

A petition was filed asking for the paving of Delaware street, from Fourteenth to Seventeenth street, with asphalt. It is where the street runs through Lincoln Park, and the property between Sixteenth and Seventeenth streets is all owned by E. B. Martindale. If he does not object the improvement will be made.

The board rescinded all action taken for paving with brick Second street, from Meridian to Delaware street, for the reason that there arose a controversy between the property holders about the foundation which was ordered to be put in. Tar had been ordered for the filling, and the people want it to be grout, which is 10 cents cheaper per foot. The matter will be investigated by the board.

THE JULY RACING MEETING

Long List of Entries Contains Some of the Best-Known Horses in the Country,

And Other Good Stables Are on the Way—Good Weather the Only Thing Needed to Make the Week a Big Success.

The correct list of the entries for the July meeting of the Indianapolis Driving Club is given below, and in it will be found the names of some of the most celebrated harness horses in the country and of some of the equally celebrated stables. In giving this list to the public the promoters of the week of sport feel that they are offering the best field of horses for a July meeting that has ever been offered the public in this part of the country, and they are confident that good weather is all that is needed to make it the most successful meeting that has ever been held in the State.

The officers of the driving club lay special stress on the fact that the admission to the grounds and the track has been placed at 50 cents. Though this reduction in price has been made they assure the public that there has been no change, except for the better, in the quality of sport that will be offered. While the entries closed on Monday, there are still several stables of flyers which will be added to the list. If an entry is mailed from any place on the day they are to close it is bound to be considered, and Secretary Graves has received a number of telegrams from horsemen that they have mailed their entries within the required time. Among these is said to be a stable the horses of which will be a general surprise, not only to the uninitiated public, but to the owners of other entries. The name of it the Secretary refused to divulge.

With the horse-racing during the week are to be a number of bicycle races, and the entries for them are filling up fast and indicate good fields of speedy starters. A number of the horses which will appear on the track are already stabled at the fair grounds, and they will be coming in all of next week. Quite a number of them are entered for the races at Rushville next week and will come here direct from there. Following are the entries:

Tuesday, July 4.

2:19 Trot—Ida D., br. m., by Maxim, Budd Doble, Terre Haute, Ind.; Birdie R., b. m., by Wilklemont, J. R. Gentry, Hughesville, Mo.; Frank B., b. g., by Bog Oak, E. H. Gaston, Hamilton, O.; Favora, br. s., by Patchen Wilkes, Jewett stock farm, Jewettville, N. Y.; Pat-my-Boy, rn. g., by Hinder Wilkes, A. Sharpe, Louisville, Ky.; Eura, ch. m., by Walkill Prince, Ben Walker, Indianapolis; Billy D., b. g., by Tempest, H. E. Pittman, Bedford, Ind.; Otto J., b. g., unknown, C. C. Harris; Wm. E., ch. g., by Crazy Nick jr., Buck Dickerson, Greensburg, Ind.; Florida, blk. m., by Montana Wilkes, Augustus Sharpe, Louisville, Ky.; Ibis, b. m., by Princeps, Barker & Harris, Des Moines, Ia.

2:25 Pace—Tip O'Tip, b. g., by Peacock, Budd Doble, Terre Haute; Pat Delaney, b. g., by Anderson Wilkes, Brenneman Bros., Decatur, Ill.; Richmond, b. s., by Richwood, Ben Walker, Indianapolis; Fedalma, ch. m., by Greystone, Grasslands farm, Indianapolis; Red Cloud, s. g., by Kramer's Rainbow, Hays & Klug, Lima, O.; Chester C., b. g., by Chester A., C. W. Lyzott, Indianapolis; Mary Trueblood, b. m., by American Boy, F. H. Landon, Rockford, Ill.; Cash Boy, by Cashier, Centlivre Bros., Fort Wayne, Ind.; Cyclone, b. s., by Telegraph, M. E. Donelly, Chicago, Ill.; Buckner, b. g., by Ernheart's Brooks, William Martin, Thompson's, Ind.; Jeffie Lee, ch. m., by Red Pilot, M. C. Campbell, Spring Hill, Tenn.

2:40 Trot—Five Ply, sr. g., by Blue Bull, L. D. York, Portsmouth, O.; George T., s. g., by Elyria, C. E. Garfield, Cleveland, O.; Hamazone, ch. s., by Hambrino, Charles Zegner, Indianapolis; Sea Tide, b. m., by Hector Wilkes, Rody Patterson, Terre Haute, Ind.; Lucy A., b. m., by King Rene, Ben Walker, Indianapolis; Marea, ch. m., by Hambrino, Grasslands farm, Indianapolis; Bertha, b. m., by George M. Patchen, H. L. Hayward, Medora, Ill.; Chesson, br. s., by Capoul, J. D. Anderson, Clue, Ill.; Gage, blk. m., by Meeca, Robert Stewart, Terre Haute, Ind.; Silverdale, b. s., by Walkill Prince, R. J. Wilson, Rushville, Ind.; Hazel Wilkes, Centlivre Bros., Fort Wayne, Ind.; Florence Sultan, b. m., by Sultan, S. W. Bennett, San Antonio, Tex.; Royal Wilton, by Wilton, Augustus Sharpe, Louisville, Ky.

Wednesday, July 5.

2:23 Trot—Mollie Sprague, by Governor Sprague, W. H. Robertson, Fort Scott, Kan.; Harry Sherman, ch. s., William Porter, Louisville, Ky.; Ibis, b. m., by Princeps, G. E. Whitney, Des Moines, Ia.; Pearl McGregor, ch. m., by Robert McGregor, Budd Doble, Terre Haute, Ind.; Billy D., b. g., by Squire Talmadge, T. B. Dunham, Morrow, O.; Nominee, b. g., by Rescue, John I. Keeney, Danville, Ind.; Lakewood, b. s., by Norwood, W. L. Spears, Muir, Ky.; Cottonette, b. m., by Western Chief, R. T. McDonald, Fort Wayne, Ind.; Arlington, b. g., by Pleance, Dr. Bray, Kansas City, Mo.; Colonel Bullett, b. s., by Squire Talmadge, D. B. Anderson, Franklin, O.; Maud A., br. m., by Pyramid, C. E. Garfield, Cleveland, O.; Romeo, b. g., by Ringgold, H. L. Hayward, Medora, Ill.; Kate Dillard, ch. m., by Hammenger, Mann Bros., Indianapolis; Aunt Delilah, b. m., by Harold Patchen, Robert Stewart, Terre Haute, Ind.; Johnny A., rn. g., by Ben Lomas, L. C. Neil, Petersburg, Tenn.

2:20 Pace—Henry P., b. s., by Commander, Henry Fry, Greenfield, Ind.; Barney, br. g., by Barney Wilkes, P. Bruce, Danville, Ky.; Pat Murphy, blk. g., by Palmetto, E. W. Graves, Indianapolis; Guerita, b. m., by Gambetta Wilkes, R. B. Caldwell, Chillicothe, O.; Moneta, blk. m., by Patchen Wilkes, Jewett farm, Jewettville, N. Y.; Singer, b. g., by Longfellow, Wilbur Robinson, Indianapolis; Doc Christie, b. s., by Auteros, Ben Walker, Indianapolis; L. B. Curtis, rn. g., by Hamenger, Tom Taggart, Indianapolis; Sunrise, b. g., by Capt. Bogardus, K. W. Quinn, North Manchester, Ind.; Georgia M., ch. m., by Ashland Clay, G. D. Rinker, Brooklyn, Ind.; T. R. Fox, sr. g., unknown, Hays & King, Lima, O.; Rocea, b. g., by Ringgold, H. L. Hayward, Medora, Ill.; Ferd Kite, b. s., by Bismarck, E. L. Landon, Rockford, Ill.; Bessie, gr. m., by White Cloud, Pittman, Bedford, Ind.; Ada, blk. m., by Local Tender, jr., Centlivre Bros., Fort Wayne, Ind.; Nidia, b. m., by Wayne Wilkes, Centlivre Bros., Fort Wayne, Ind.; Edwin O., b. g., by Elgin Boy, H. E. Pfeffer, Chicago, Ill.; Jack Shiel, br. s., by Ross Wilkes, J. N. Dickerson, Indianapolis; Steel Prince, br. s., by Steel Nail, L. C. Neil, Petersburg, Tenn.; Hal Parker, blk. s., by Hal Barker, M. C. Campbell, Spring Hill, Tenn.

2:33 Trot—Image, b. f., by Delmarch, Bud Doble, Terre Haute, Ind.; Johnny Wilkes, b. s., by Bartholomew Wilkes, Flote Jolly, Tipton, Ind.; Cresson, b. s., by Hambrino, Chas. Zegner, Indianapolis; Esmerelda, b. m., by Hambrino, Grasslands farm, Indianapolis; Scotia, b. m., by Sacramento, L. R. Chapin, Marrietta, O.; Calisaye, by Candidate, S. R. Gilbert, Nashville, Tenn.; Kitty Greenlander, by Greenlander, Augustus Sharpe, Louisville, Ky.; Marguerite, unknown, Augustus Sharpe, Louisville, Ky.

Thursday, July 6.

2:17 Pace—Jessie L., br. m., by Tasco, G. H. and C. A. Smith, Chillicothe, O.; Boone Wilson, gr. s., by Jim Wilson, J. R. Riley, Indianapolis; Country Girl, b. m., by Blue Vein, C. N. Winship, Rushville, Ind.; Golden Boy, s. s., by Plato, H. L. Hayward, Medora, Ill.; Sunset, b. s., by Billy Davis, Simeon Hegney, Kokomo, Ind.; Albert E., b. g., by Penrose, Barker & Co., Des Moines, Ia.; Slasher, dn. s., unknown, Robert Stewart, Terre Haute, Ind.; Atlantic King, blk. h., by Atlantic, Centlivre Bros., Fort Wayne, Ind.; Dolly Brown, br. m., by Dan Brown, Ed Williams, Chicago, Ill.; Ivorine, blk. m., by Black Charley, Shelley Bros., Holgate, O.; Ialine, ch. m., by Tennessee Wilkes, M. C. Campbell, Spring Hill, Tenn.

2:28 Trot—Kealine, b. m., by Montgomery, H. S. Lewis, Circleville, O.; Octo, b. g., by Jerome Eddy, Jewett farm, Jewettville, N. Y.; Graydon, gr. s., by Hambrino, Grasslands farm, Indianapolis; Belle B., by Almont Ledo, E. S. Bowman, Lexington, Ky.; Daisy C., b. m., by Mambrino Hambletonian, J. E. Whitney, Des Moines, Ia.; Nathalia, ch. m., by Jersey Wilkes, Theo. Allen, Bowling Green, Mo.; Princewood, blk. s., by Princeps, W. L. Spears, Muir, Ky.; Ali, blk. s., by Palmetto, E. W. Graves, Indianapolis; Cara Mia, b. m., by Electioneer, Augustus Sharpe, Louisville.

Special Trot; purse of $1,500; $1,000 to the winner—Nightingale, 2:13½, b. m., by Osgood's Patchen, D. B. Anderson, Franklin, O.; Walter E., 2:11¾, b. g., by Patchen Mambrino, Robert Stewart, Terre Haute, Ind.; Pixley, 2:16, b. m., by Jay Gould, Budd Doble, Terre Haute, Ind.

2:35 Pace—Direction, blk. s., by Director, Budd Doble, Terre Haute; Jesse Fletcher, b. g., by Artemas, Jesse Fletcher, Indianapolis; Effie Powers, b. m., by Anderson Wilkes, Brenneman Brothers, Decatur, Ill.; Kismuth, ch. s., by St. Jacob, Van Cleave Brothers, New Market, Ind.; Touch-Me-Not, s. m., by Pocahontas Sam, W. T. Thomas, Danville, Ind.; Gabrielle, b. m., by Gambetta Wilkes, G. H. and C. A. Smith, Chillicothe, O.; Annie C., bk. m., by Shepherd's Commander, Rody Patterson, Terre Haute; Will Kerr, b. g., by Ethan Wilkes, Rumbarger stock farm, Indianapolis; Ben Harrison, b. g., by Kinkston, R. C. Blackwell, Clayton, Ind.; Alvin Green, br. g., F. H. Landon, Rockford, Ill.; Despatch, blk. g., by Telegraph, same; Blairwood, by Wedgewood, S. R. Gilbert, Nashville, Tenn.; Topsy, b. m., by a son of Red Buck, George Topp, Indianapolis; Mollie Maloney, b. m., J. N. Dickerson, Indianapolis; High Tide, unknown, Augustus Sharpe, Louisville; Kaiser Wilkes, Centlivre Bros., Fort Wayne, Ind.; Mercury, b. h., by Sidney, M. C. Campbell, Spring Hill, Tenn.

Friday, July 6.

2:50 Trot—Image, b. f., by Delmarch, Budd Doble, Terre Haute; Magnetta, b. m., by Cornelian, Brenneman Bros., Decatur, Ill.; Lugano, br. s., by Rumor, J. W. Knox, Terre Haute; Sea Tide, b. m., by Hector Wilkes, Rody Patterson, Terre Haute; Lucy A., b. m., by King Rene, Mystic stock farm, Rushville, Ind.; Pansy M., b. m., by Vanderbilt, K. W. Quinn, North Manchester, Ind.; Stella B., br. m., by Auteros, Mettler Bros., Indianapolis; Mambrino Dick, by Mambrino Eclipse, Joel Shultz, Little Rock, Ill., Gage, blk. m., by Mecca, Bob Stewart, Terre Haute; Silverdale, b. s., by Walkill Prince, R. J. Wilson, Rushville, Ind.; Florence Sultan, b. m., by Sultan, S. W. Bennett, San Antonio, Tex.; Queen, by Ferran's Mambrino King, S. R. Gilbert, Nashville, Tenn.; Royal Wilton, by Wilton, Augustus Sharpe, Louisville.

2:13 Pace—Kissel's Dallas, ch. g., by Indiana Chief, C. Fred Kissel, Indianapolis; Mary Centlivre, b. m., by R. C. Brown, Centlivre Brothers, Fort Wayne, Ind.; Flowing Tide, ch. m., by Albert W., Augustus Sharpe, Louisville, Ky.

2:15 Trot—Jack Shepard, b. g., by Anderson Wilkes, Brenneman Bros., Decatur, Ill.; Lissa, dn. m., by Patchen Wilkes, Jewett farm, Jewettville, N. Y.; Elko, br. m., by Lumps, Jewett farm, Jewettville, N. Y.; White Stockings, b. g., unknown, Bob Stewart, Terre Haute, Ind.; N. T. H., b. g., by Pilot Mambrino, L. C. Neil, Petersburg, Tenn.; Lord Byron, b. h., by General Benton, Augustus Sharpe, Louisville, Ky.; Greenlander, blk. h., by Princeps, Augustus Sharpe, Louisville, Ky.

Want Their Sentences Commuted.

An application has been filed with the Governor for the commutation of the sentences of the two boys, Griffin and Robinson, who shot Ira Durst, to confinement in the Reform School for Boys. Griffin received a six years' sentence and Robinson one of four years, but both are only about fourteen years of age. The commutation, if made, would add to the time of confinement of each, as they would have to stay until they become twenty-one years old. The application cannot be considered until the Governor returns. The boys are not believed to be beyond influences of reformation.

Indiana Day at the Fair.

The selection of an Indiana day at the world's fair having been left with Governor Matthews, he has been receiving various suggestions as to the day in the latter part of August which is to be selected. One prominent gentleman suggests the 22d, owing to its being very soon after the exhibit of stock begins.

The executive committee of the Indiana world's fair commission has been called to meet next Monday, at Chicago, for the transaction of important business, which, however, was not mentioned.

HOOD'S Sarsaparilla positively cures even when all others fail. It has a record of successes unequaled by any other medicine.

YOUR HEALTH
May depend upon the way you treat the warnings which nature gives. A few bottles of S. S. S. taken at the proper time may insure good health for a year or two. Therefore act at once, for it
IS IMPORTANT
that nature be assisted at the right time. S.S.S. never fails to relieve the system of impurities, and is an excellent tonic also.
He Wants to Add His Name.
"Permit me to add my name to your many other certificates in commendation of the great curative properties contained in Swift's Specific (S. S. S.) It is certainly one of the best tonics I ever used.
"JOHN W. DANIEL, Anderson, S. C."
Treatise on blood and skin diseases mailed free.
SWIFT SPECIFIC CO., Atlanta, Ga.

Said the Owl

to himself, "If the moon I could get, whenever I'm dry my throat I could wet; The moon is a quarter—with a quarter I hear; you can purchase five gallons of
Hires' Root Beer."
A Delicious, Temperance, Thirst-quenching, Health-Giving Drink. Good for any time of year.
A 25c. package makes 5 gallons. Be sure and get HIRES'.

ADVERTISED LETTERS.

The following is the list of letters remaining unclaimed in the Indianapolis Postoffice Saturday, June 24, 1893. Please call for "Advertised Letters" and give the date of this list.

Ladies' List.

A—Anderson, Frances; Anderson, Miss Lizzie.
B—Brown, Rachel; Bateman, Mrs. B. F.; Brockway, Mrs. C. A.; Barnes, Mrs. W. E.; Barker, Mrs. Elizabeth.
C—Chenault, Miss Angie; Connelley, Mrs. Ed; Clark, Miss Susan; Climos, Mrs. Carrie; Cardale, Mrs. Kate.
D—Dunn, Miss Matt (col.); Duckworth, Mrs. Adna.
E—Everhart, Mrs. Mattie.
F—Fetzer, Miss Josie; Flaner, Mrs. V. A.
G—Griffin, Mrs. Cora B.; Greer, Mrs. J. B.; Gordon, Miss Metla; Griffin, Mrs. Emma; Gelbrath, Mrs. Ray; George, Miss Ann (3).
H—Hoog, Miss Emma; Hendel, Mrs. S. H.; Hyde, Nora; Hughes, Miss Jessie.
I—Irish, Miss Adda V.
J—Jones, Miss Clarissa; Johnson, Mrs. Louisa; Johnston, Miss M.
L—Lawson, Mrs. Sarrah; Lynn, Miss Grace.
Mc—McGreer, Mary C.; McClean, Mrs. M. J.; McVey, Miss Annie.
M—Montgomery, Carrie; Muncie, Mrs. Rozan; Morton, Mrs. Cora B.
N—North, Mrs. May Lue; Newcomb, Miss Mary.
P—Pierce, Miss Nellie; Parker, Mrs. Geo.; Poulson, Mrs. I. P.
R—Roby, Mrs. Nannie.
S—Sammonds, Miss Lillian; Strange, Miss Jennie; Schennault, Miss Angie; Safer, Mrs. J.; Smith, Miss Margaret.
T—Todd, Minnie; Tenney, Harriet C.; Taylor, Miss Mary E.; Tagers, Mrs. Martha; Teague, Mrs. May M.
V—Van Alstine, Miss Blanch; Van Brunt, Miss May.
W—Welsh, Miss Mollie; Woods, Mrs. Lizzie; Wallace, Mrs. Maggie; Wilks, Ella; Wagner, Miss Nellie; Westwood, Madame; Walker, Mrs. W. I.
Z—Zinch, Mrs. Emma.

Gentlemen's List.

A—Abbott, H. R.; Adams, Alex.; Aslakson, B. M.
B—Barker, Geo. A.; Burk, W. C.; Bonsall, Ernest; Brackett, Matt; Barrow, Fred; Baldwin, Jno. E.; Binswanger, B.; Brown, A. F.; Bronson, J. E.; Bonsall, Harry; Bainacka, Frederick; Brannen, J. M.; Brown, Stephen; Bowman, A. J.; Borders, Frank; Blakmore, William; Brewer, Frank.
C—Canaty, J. C.; Clark, J. C.; Carter, James W.; Crickey, Charley; Cooper, Bey; Chucknick, D. S.; Crammer, I. H.; Chaffin, Dr. R. E.; Casey, Q. A.
D—Dumas, J. H.; Duncaus, Albert; Davenport, Jno. D.; Danchey, Samuel.
E—Enden, Wm.; Eellis, L. E.; Eschett, J.; Everhart, Geo.
F—Fordyce, Lem; Finn, Patrick; Falhegur, Pat; Feldman, Adam; Fritz, C. L.; Trout, Henry B.
G—Ginther, Jno.; Gillmore, Wm. A.; Gooding, W. E.; Groves, M. R.; Glass, Dr. Jno. W.; Gray, Calvin; Goodheart, A. W.
H—Henderson, D.; Henderson, H. A.; Howard, James; Hardaway, J. S.; Hays, David (Atty.); Hoop, N. H.; Hills, W. B.; Hiatt, Jno.; Harris, Rev. Dr. W. L.
I—Irmir, Sam.
J—Jasper, John; Johnson, Robt. (2); Johnston, Charles.
L—Lincoln, Gene; Linn, Jno. H.; Leary, James; Lalley, Geo.
M C—McCoy, J. A.; McDaniel, Levi; McCabe, Jno. P.; McKay, Wm.; McFarland, Ed.
M—Martin, L. F.; Miller, Wm. J.; Moffatt, R. A.; Morris, E. D.; Medley, Chas. (blind); Millard, J. G.; Montague, Chas.; Mitchell, G. F.; Morris, Dr. Minor; Manes, Edgar.
N—Neff, Eugene P.
O—O'Brien, James; Ontersow, Alex.
P—Patterson, M. G.
R—Rutledge, E. H.; Rows, Frink; Ritter, H. M.; Rost, Paul; Russell, Geo. P.; Riddell, C. S.; Rockwell, James C.; Reed, Wm.
S—Scott, Will; Schram, Jno. (3); Smith, Olney; Shepard, Fred; Sellars, Peter; Shields, G. A.; Smith, L. W.; Stillman, Curt; Shaw, Jno.; Stevenson, Ike A.; Smothers, James; Smith, Wm. E.; Stone, C. H.; Stillman, Curtis.
T—Tucker, Chas.; Tompson, E.
U—Umphrey, Reuben.
W—White, Thomas; Watson, Geo. E.; Wroper, Geo.; Warren, W. D.; Webbe, F. W.; Wilson, Jesse R. M.; Woodbury, Jno. C.; Williams, J. J.
Y—Yoder, A.

Packages.

B—Burrel, Miss Lulu D.
D—Davenport, J. D.
E—Evans, Mrs. N. B.

E. P. THOMPSON, P. M.

SYRUP of FIGS

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.
CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N.Y.

WHAT DO YOU SEE IN THE MIRROR?
Does a vision of perfect beauty greet your eyes, as it once did! If not, remember "pretty is as pretty does"—a woman's beauty DOES largely depend on what she does. If she uses
Empress Josephine Face Cream
She cannot help but possess a faultless complexion, a soft, velvety texture that is ever the admiration of the opposite sex.
Freckles, Pimples, Tan, Sunburn, Eczema, Acne or any other disease of the skin positively cured by this preparation, or money refunded.
EMPRESS JOSEPHINE FACE CREAM retails at 50c per jar, and the EMPRESS JOSEPHINE FACE BLEACH at 75c per bottle.
Sold by all druggists in Indianapolis. Ladies living at a distance who cannot obtain the preparations from their druggists will receive the same postpaid by sending the price of the preparation in stamps or postal note to us.
Empress Josephine Toilet Co.,
Dayton, Ohio

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.
SAWS BELTING and EMERY WHEELS, Specialties of
W. B. BARRY Saw & Supply Co.
132 S. Penn. St. All kinds of Saws Repaired.
MILL SUPPLIES AND OILS Opp. Union Station.
Saws, Belting, Emery Wheels, Files, Wood and Iron Pulleys, Oil Cups and Greases, Roofing.
Telephone 1332. THE MILLER OIL CO.

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.

ABSTRACTS OF TITLES.
THEODORE STEIN
Successor to Wm. O. Anderson.
ABSTRACTER OF TITLES
86 EAST MARKET STREET.
ELLIOTT & BUTLER,
Hartford Block, 84 East Market Street.
ABSTRACTS OF TITLES.
WARWICK H. RIPLEY,
LAW AND ABSTRACT OFFICE.
21 Thorpe Block.

ATTORNEYS AT LAW.
REMOVAL.
HEROD & HEROD,
ATTORNEYS AND COUNSELORS AT LAW,
To Rooms 14, 15, 16 and 17 Fletcher's Bank Building.
REMOVAL.
WILLIAM PIRTLE HEROD,
ATTORNEY AT LAW, COUNSEL IN PATENT LITIGATION,
To Rooms 14, 15, 16 & 17 Fletcher's Bank Building.
JAMES B. BLACK,
ATTORNEY AT LAW,
Rooms 57 and 58 Lombard Building,
24½ EAST WASHINGTON STREET.

PHYSICIANS.
Dr. J. H. MANVILLE
O