

TRAINS COLLIDE HEAD-ON

Six People Injured in a Panhandle Wreck North of the City.

World's Fair Passenger Train Dashes Into a Freight—C. C. Keene's Narrow Escape—Failed to Note the Register.

It was sheer good luck that saved the Panhandle from a costly wreck, a few miles north of the city, yesterday, and while comparatively few people were injured, it is singular that a dozen or more were not killed and as many more injured severely.

The wreck happened a few hundred yards this side of Howland, at 1:37 o'clock in the afternoon. The list of the injured is as follows:

At Wood, Indianapolis, passenger engineer, male broken and face hurt. Walter Essey, Indianapolis, passenger fireman face and hand badly injured. F. M. Barnard, Logansport, express messenger, dangerous blow on the head. C. C. Keene, Chicago, left leg badly scalded. Sam Cuttenger, Edinburg, hand injured. Mrs. Fry, Louisville, face cut and bruised. E. E. Townsley, Chicago, shoulder and leg hurt.

The wreck was due to a head-on collision between freight No. 187, north bound on the Panhandle, and south-bound passenger No. 13 on the same road. It was caused by the carelessness of the engineer and conductor of the freight, who neglected to give heed to the register at the Belt crossing. The Panhandle uses the Lake Erie & Western tracks for its Chicago route out of this city, and it was on these tracks, just this side of the curve where the Monon branches off that the wreck occurred.

The freight pulled out from the Belt crossing, which comes into the tracks a short distance above the Atlas works. It was the duty of both engineer and conductor G. A. Howe, of the freight, to examine this register at the Belt before they attempted to start north with their train. On this register is kept the record of the train movements on the road, and it would have shown them that the passenger had not yet passed the Belt on its way to the city.

Half way between the Belt and Howland is a curve, and the passenger and the freight were both on this curve before the engines reversed their engines, but then it was too late, for there was only a distance of a hundred yards or so between the trains. The freight was going under a good head of steam, and the passenger was making about forty miles an hour when the passenger engineer sighted the freight coming.

He immediately reversed his engine, and it is said the speed was not more than fifteen miles an hour when the collision occurred. The engines came together with a mighty crash, and then hugged each other very tightly on the track, the steam making great noise as it broke from the two engines. The engineer and conductor of the freight jumped and saved themselves without injury. Engineer Wood and fireman Essey of the passenger, also bolted out of their cab, but received their injuries in so doing. Express messenger Barnard, who was in the freight, was hurt by the falling of a heavy trunk on his head.

The two engines struck each other so that they were spinning upwards and turning to the side, they smashed in both cylinder heads and remained on the track. The baggage car made a lunge and shot over one corner of the passenger engine, while the first coach followed the baggage car for a short way and then took the other corner of the engine, reaching clear to the fire box. There would probably have been no injuries to passengers had not the coach taken this queer course. A steam pipe in the south-bound engine was broken by the collision, and when the coach was thrown on to the engine the pipe obtruded itself into the coach and sent a stream of the hissing spray among the passengers.

C. C. Keene, a representative of the Ball Engine Company of Erie, Pa., with headquarters at 506 Rookery Building, Chicago, was sitting in the front end of the car, and he caught the first blast of the steam which badly scalded his legs and his body. C. E. Townsley, who travels for the Household Sewing Machine Company, of 141 Lake street, Chicago, was also in the coach, and by being violently thrown forward he was hurt on the shoulder and in the leg. His injury is not serious. Sam Cuttenger, of Edinburg, had a hand injured through a window and cut. Mrs. Fry, of 174 Broad street, Louisville, displayed much more nerve than some of the men that were in the car. Her face was cut and she was badly jostled, but when help came she extricated herself from the coach and talked over the affair without the least apparent signs of undue excitement. She declined offers of assistance that were tendered her by several who thought she was hurt more than she believed.

It was singular, indeed, that the baggage-master and F. M. Barnard, the express messenger, were not instantly killed and their bodies mangled, as two baggage cars was splintered and crushed out of all resemblance to a car. The baggage-master did not even receive a scratch. Barnard was for a time unconscious, but he afterward revived and superintended the removal of his charge from the car. There were six cars in the passenger train, of which one was a sleeper and one a chair car. The platform of the second coach was badly demolished, but back of that there was no damage at all. A few minutes after the accident the freight car caught fire from the firebox of the engine, but conductor Malloy put it out. Only two of the cars of the freight were badly damaged. Next to the engine was a car of coal and a car of wheat. The coal car was splintered and the contents scattered over a field near by. The wheat car was partially demolished, the wheat being dumped down the embankment. There were about a hundred passengers on the south-bound train, of which the least fifty were in the front coach that went up on the engine.

Superintendent Darlington was notified of the collision by a short order, and he occurred and he ordered a wrecking train to the scene at once. Quite fortunately the wrecking train was at the Belt crossing and it reached the spot in short order. Late in the evening the track was cleared sufficiently to admit of the passage of trains. Mr. Darlington thinks the loss to the company, in the damage to its rolling stock, will not exceed \$2,000, of which sum one-half is to be allotted to the damage to the engine. Men were sent out to bag the

wheat that was spilled along the road and to pick up the coal. In the third car from the engine were barrels of oil, and had a fire spread back to this car the damage would have been very great. An evening train out on the Panhandle for Chicago last night left over the Big Four.

THE INJURED PEOPLE. A train was sent out for the injured passengers and they were brought to the city. Mr. Townsley was sent on his way to Chicago, and Mr. Keene walked from the Union Station to the Grand Hotel, where he was attended by Dr. Marsee later in the afternoon. Dr. Marsee does not think his burns will prove serious. Engineer Wood, fireman Essey and express messenger Barnard were taken to St. Vincent's infirmary where they were given careful attention. Essey was able to leave for his home on East North street near Alabama before night. Wood received a bad blow on the head, but it is not believed that he will suffer long from the injury. Mr. Barnard was hurt more seriously than any of the others and it will be a few days before the doctors will pronounce him out of danger. The blow he received on the head from a trunk was bad, and it may be that concussion of the brain will develop. He was quite drowsy after being taken to the infirmary.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead. Both trains were equipped with air brakes.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Superintendent Darlington is investigating the cause of the collision. It now seems to him that it was due to the negligence of the engineer and conductor of the freight. It was almost impossible to avert the collision after the trains had entered the curve, and before entering the curve it was almost impossible for the engineer of either train to see that there was danger ahead.

Hood's Sarsaparilla Cures. I have proven the truth of the above in my own experience. I know Hood's Sarsaparilla to be worthily more than is claimed for it. I was sick, weak and discouraged. I called on the village doctor, and he intimated that I had Consumption and that I would not live long. I had heard so much in favor of Hood's Sarsaparilla that I decided to give it a trial. The result is that I am now well and hearty. I would recommend to all who are suffering. Miss DANA MORFITT, Box 74, Ashmore, Ill. Get Hood's. Hood's Pills are the best after-dinner Pills, assist digestion, cure headache. 25c. a box.

MEETINGS IN THE WOODS Camp Acton Opened with a Large Number of People on the Grounds.

Work of the First Day—Children Have Their Lining at Bethany Park—Looking to Sunday.

Special to the Indianapolis Journal. CAMP ACTON, July 28.—After the very successful opening on Thursday evening, the camp meeting moved off briskly on its first day. The morning trains added largely to the numbers on the grounds, and moving wagons kept bringing in new settlers all through the day.

The first class meeting was held in the morning, under the leadership of Rev. Asbury. It was a recognition meeting for many Acton friendships of long standing. In the afternoon Rev. Charles Finley, of Shelbyville, preached from Paul's words: "Not none of these things move me." The meeting was held under the intense evils of his own day. Yet he sang with them, leaning on the arm of God. For neither did he regard his life dear, that he might win Christ, nor was he unmoved. And that likewise is the source of strength to every Christian when they encounter and conquer such trials. In the evening, Rev. L. S. Patton, of the Michigan Conference, preached on the theme, "Seed Sowing," taking his text from the last verse of the 137th Psalm. "He that sows in seed, shall also reap again with rejoicing, bringing his sheaves with him."

Rev. Charles Asbury will preach to-morrow afternoon. In the evening, Rev. R. R. Miller, of the Michigan Conference, will preach on the theme, "Every Foot." Full arrangements are being made for a good Sunday.

Children's Day at Bethany. BETHANY PARK, July 28.—The second day of camp meeting brought a throng of about two thousand people with it. At 8 o'clock the grounds were comparatively deserted, but after the arrival of the first trains from Indianapolis the park was alive with the hurry and scurry of lively crowds of Sunday-school scholars, little and big. The day has been very warm, but the abundant shade and high location of the park have served to make the heat endurable.

The morning services consisted chiefly of music and singing by children. Dr. H. J. Hall, of Franklin, made a few welcoming remarks to the visitors, and then the school boys sang their songs of praise and devotion to the delight of the young folks. The boys have an endless repertoire of old and new songs, and their rendition of "Ole Black Joe," "Ring Dem Hobbly Bells," "Ole Black Joe" and dozens of others with all the vim of novelty.

Dr. Hall, of Franklin, made a few welcoming remarks to the visitors, and then the school boys sang their songs of praise and devotion to the delight of the young folks. The boys have an endless repertoire of old and new songs, and their rendition of "Ole Black Joe," "Ring Dem Hobbly Bells," "Ole Black Joe" and dozens of others with all the vim of novelty.

The Board of Trade committee on parks met yesterday afternoon at the Board of Trade Hall, and was presided over by Chairman Tanner. There was a general discussion of localities, and it was the unanimous opinion of those present that the ground about Fall creek, north of the city, would be the most available. It is the committee's idea to purchase land on either side of the creek of a sufficient width to allow of improvement for a distance of about five miles on either side. A drive could then be built of ten miles in length, and the place made a very handsome one.

George W. Sloan was appointed a committee on the subject of the improvement of the creek. The committee will be asked to ascertain if the city has yet reached the constitutional limit of its indebtedness, and if it has to devise a means for the issuance of the bonds anyway. If the matter will have to be brought before the Legislature, then the Board of Trade committee is to prepare a bill to that effect for presentation at the next meeting of that body. The committee will have another meeting next week, at which the matter will be further discussed.

The School Fund Interest. To the Editor of the Indianapolis Journal: The News called it "malignant" on the part of the Journal to say that the Board of School Commissioners knew that its funds were held by J. P. Frenzel's bank. That was a mistake of the reporter. However, the gist of the action is all the same. The amount of about \$8,000 for interest, being by promise, to the school fund, was diverted to private pockets. In order to prevent this, the Board of School Commissioners has decided to accept the funds for its bank, but it has managed to have them deposited in some other bank that had ostentatiously declared a non-receipt of the same. Now under the old usage of paying interest, his election as treasurer would have been legally invalidated, it certainly invalidated the election of the present three members who promised, by a car, not to vote for any one as treasurer who would not pay at least 3 per cent interest. Then they should resign without delay.

The News said, further, that Mr. Vonnegut once had a good point. Now, that point is gone, and the non-fulfillment of its promise. The News says, further, that the point became stale by its overdone agitation. But the point is still good and true. The promise is on record, has been trampled on the last year, and is continually trampled on this year. CLEMENS VONNEGUT. INDIANAPOLIS, July 28.

FAMILIES visiting New York will find the Madison Avenue Hotel, 52nd street and Madison avenue, a most delightful home. Now under the management of Mr. H. M. Clark, formerly of the Murray Hill and Hoffman houses, single rooms and suites at moderate rates. Rooms, by permission, Louis Reibold, of the Bates House.

OLD E. B. NULLER CLOAK AND SUIT CO. 83, 85 and 87 EAST WASHINGTON ST. GRAND REMOVAL SALE! LEASE EXPIRES SEPT. 1, 1893.

As we shall open up with an entire new line in another location, every article must be sold within the next 30 days, as we shall not move an article if any price within reason will sell it. The goods will be slaughtered and the profits given to the buyer. To accomplish this we shall have a private sale every day and auction sale every evening, and Tuesday, Thursday and Saturday afternoons.

FOR SPOT CASH ONLY! OUR LOSS IS YOUR GAIN! Stock consists of CLOTHING, CLOAKS, DRESS GOODS, ALBUMS, UMBRELLAS, CORSETS, TABLE COVERS, LACE and CHEMISE CURTAINS. L. N. PERRY, Auctioneer. FIRST SALE TO-DAY at 2:30.

FLYING JIB IS DISTANCED

Guy Takes a Heat in the Free-for-All Race, but Hal Pointer Wins the Race.

Hazel Wilkes and E. T. H. the Other Winners at Cleveland—Bicycle Events at South Bend—Running Races and Ball Games.

LAST DAY AT CLEVELAND. The Great Free-for-All Race Did Not Come Up to Expectations.

CLEVELAND, July 28.—What had promised to be a greater race than the wonderful free-for-all race at Detroit was spoiled this afternoon by the miserable performance of Flying Jib, who was so unsteady in his work that he was distanced in the second heat, after he had given indication of going the fastest mile that ever was seen in a pacing race. He was a bad actor in the first heat and finished in last place, after practically having the heat won. In the next heat he went to the half in 1:29.4, and after he had passed that point lost his stride. Before the driver could get him to his gallop all the horses in the field had passed him and he was sent on a run to save his distance. Even then he was obliged to retire from the race in disgust. After that he went two miles in warming up work in less than 2:07. With Flying Jib out there was nothing but a seven-horse handicap race, and the old veteran of many a hard-fought battle won the race in comparatively slow time. The 2:15 race for trotters was practically a walkover for Hazel Wilkes, the favorite, who lost his stride at the wire three times and in each case lost the heat as well. She was very untidy, but had been favored because Hazel Wilkes, the favorite, lost her stride at the wire three times and in each case lost the heat as well. She was very untidy, but had been favored because Hazel Wilkes, the favorite, lost her stride at the wire three times and in each case lost the heat as well.

The morning services consisted chiefly of music and singing by children. Dr. H. J. Hall, of Franklin, made a few welcoming remarks to the visitors, and then the school boys sang their songs of praise and devotion to the delight of the young folks. The boys have an endless repertoire of old and new songs, and their rendition of "Ole Black Joe," "Ring Dem Hobbly Bells," "Ole Black Joe" and dozens of others with all the vim of novelty.

The Board of Trade committee on parks met yesterday afternoon at the Board of Trade Hall, and was presided over by Chairman Tanner. There was a general discussion of localities, and it was the unanimous opinion of those present that the ground about Fall creek, north of the city, would be the most available. It is the committee's idea to purchase land on either side of the creek of a sufficient width to allow of improvement for a distance of about five miles on either side. A drive could then be built of ten miles in length, and the place made a very handsome one.

George W. Sloan was appointed a committee on the subject of the improvement of the creek. The committee will be asked to ascertain if the city has yet reached the constitutional limit of its indebtedness, and if it has to devise a means for the issuance of the bonds anyway. If the matter will have to be brought before the Legislature, then the Board of Trade committee is to prepare a bill to that effect for presentation at the next meeting of that body. The committee will have another meeting next week, at which the matter will be further discussed.

The School Fund Interest. To the Editor of the Indianapolis Journal: The News called it "malignant" on the part of the Journal to say that the Board of School Commissioners knew that its funds were held by J. P. Frenzel's bank. That was a mistake of the reporter. However, the gist of the action is all the same. The amount of about \$8,000 for interest, being by promise, to the school fund, was diverted to private pockets. In order to prevent this, the Board of School Commissioners has decided to accept the funds for its bank, but it has managed to have them deposited in some other bank that had ostentatiously declared a non-receipt of the same. Now under the old usage of paying interest, his election as treasurer would have been legally invalidated, it certainly invalidated the election of the present three members who promised, by a car, not to vote for any one as treasurer who would not pay at least 3 per cent interest. Then they should resign without delay.

The News said, further, that Mr. Vonnegut once had a good point. Now, that point is gone, and the non-fulfillment of its promise. The News says, further, that the point became stale by its overdone agitation. But the point is still good and true. The promise is on record, has been trampled on the last year, and is continually trampled on this year. CLEMENS VONNEGUT. INDIANAPOLIS, July 28.

FAMILIES visiting New York will find the Madison Avenue Hotel, 52nd street and Madison avenue, a most delightful home. Now under the management of Mr. H. M. Clark, formerly of the Murray Hill and Hoffman houses, single rooms and suites at moderate rates. Rooms, by permission, Louis Reibold, of the Bates House.

FLYING JIB IS DISTANCED

Guy Takes a Heat in the Free-for-All Race, but Hal Pointer Wins the Race.

Hazel Wilkes and E. T. H. the Other Winners at Cleveland—Bicycle Events at South Bend—Running Races and Ball Games.

LAST DAY AT CLEVELAND. The Great Free-for-All Race Did Not Come Up to Expectations.

CLEVELAND, July 28.—What had promised to be a greater race than the wonderful free-for-all race at Detroit was spoiled this afternoon by the miserable performance of Flying Jib, who was so unsteady in his work that he was distanced in the second heat, after he had given indication of going the fastest mile that ever was seen in a pacing race. He was a bad actor in the first heat and finished in last place, after practically having the heat won. In the next heat he went to the half in 1:29.4, and after he had passed that point lost his stride. Before the driver could get him to his gallop all the horses in the field had passed him and he was sent on a run to save his distance. Even then he was obliged to retire from the race in disgust. After that he went two miles in warming up work in less than 2:07. With Flying Jib out there was nothing but a seven-horse handicap race, and the old veteran of many a hard-fought battle won the race in comparatively slow time. The 2:15 race for trotters was practically a walkover for Hazel Wilkes, the favorite, who lost his stride at the wire three times and in each case lost the heat as well. She was very untidy, but had been favored because Hazel Wilkes, the favorite, lost her stride at the wire three times and in each case lost the heat as well.

The morning services consisted chiefly of music and singing by children. Dr. H. J. Hall, of Franklin, made a few welcoming remarks to the visitors, and then the school boys sang their songs of praise and devotion to the delight of the young folks. The boys have an endless repertoire of old and new songs, and their rendition of "Ole Black Joe," "Ring Dem Hobbly Bells," "Ole Black Joe" and dozens of others with all the vim of novelty.

The Board of Trade committee on parks met yesterday afternoon at the Board of Trade Hall, and was presided over by Chairman Tanner. There was a general discussion of localities, and it was the unanimous opinion of those present that the ground about Fall creek, north of the city, would be the most available. It is the committee's idea to purchase land on either side of the creek of a sufficient width to allow of improvement for a distance of about five miles on either side. A drive could then be built of ten miles in length, and the place made a very handsome one.

George W. Sloan was appointed a committee on the subject of the improvement of the creek. The committee will be asked to ascertain if the city has yet reached the constitutional limit of its indebtedness, and if it has to devise a means for the issuance of the bonds anyway. If the matter will have to be brought before the Legislature, then the Board of Trade committee is to prepare a bill to that effect for presentation at the next meeting of that body. The committee will have another meeting next week, at which the matter will be further discussed.

The School Fund Interest. To the Editor of the Indianapolis Journal: The News called it "malignant" on the part of the Journal to say that the Board of School Commissioners knew that its funds were held by J. P. Frenzel's bank. That was a mistake of the reporter. However, the gist of the action is all the same. The amount of about \$8,000 for interest, being by promise, to the school fund, was diverted to private pockets. In order to prevent this, the Board of School Commissioners has decided to accept the funds for its bank, but it has managed to have them deposited in some other bank that had ostentatiously declared a non-receipt of the same. Now under the old usage of paying interest, his election as treasurer would have been legally invalidated, it certainly invalidated the election of the present three members who promised, by a car, not to vote for any one as treasurer who would not pay at least 3 per cent interest. Then they should resign without delay.

The News said, further, that Mr. Vonnegut once had a good point. Now, that point is gone, and the non-fulfillment of its promise. The News says, further, that the point became stale by its overdone agitation. But the point is still good and true. The promise is on record, has been trampled on the last year, and is continually trampled on this year. CLEMENS VONNEGUT. INDIANAPOLIS, July 28.

FAMILIES visiting New York will find the Madison Avenue Hotel, 52nd street and Madison avenue, a most delightful home. Now under the management of Mr. H. M. Clark, formerly of the Murray Hill and Hoffman houses, single rooms and suites at moderate rates. Rooms, by permission, Louis Reibold, of the Bates House.

C. E. KREGLO & WHITSETT FUNERAL DIRECTORS, 125 North Delaware St. TELEPHONE 561.

STRAYED. CAPTURED—THE VICINITY OF FALLS Creek, or roads running north, small bay horse, three years old; mane hangs on both sides of neck; short tail, short foretop; outside of each shoe marked by striking with a hammer. Return to O. L. M. A. by 6:25 North Mississippi street and receive reward.

WANTED—MALE HELP. WANTED—COOK—A THOROUGHLY RELIABLE man to do meat and pastry work. Apply at once, stating wages. NEWMAN & KEGLE, Wash., Ind.

WANTED—125 FEET CHEAP SHELVING. WANTED—MALE OR FEMALE AGENTS to sell a never-failing remedy for catarrh, hay fever and asthma. Work light, and no capital required. For particulars, address L. H. TAVAT, Sterling, Aracoma county, Michigan.

WANTED—SALESMAN FOR CALIFORNIA. Wines, \$100 per month and expenses, with chance for large commission in stock and produce required. Address, including five stamps, W. H. HERRICK, 445 Wine Department, Los Angeles, Cal.

FOR SALE—REAL ESTATE. FOR SALE—REAL ESTATE—TWO NEW four-room and two five-room cottages, well located. Call on J. J. MULLANY, 18 1/2 North Meridian.

FOR SALE—BUILDINGS AND LEASE OF ground, side street, now occupied by the Indianapolis Foundry Co., Bates and Fine streets and for parking cars. Suitable for building or manufacturing business requiring good switching. Call on J. J. MULLANY, 18 1/2 North Meridian.

LOANS—MONEY ON MORTGAGES. C. P. LAYLES, 75 East Market Street.

MONEY TO LOAN—5 PER CENT. HORACE MCGARY, Room 11, Talbot & New's Block.

MONEY TO LOAN ON MORTGAGES—TERMS reasonable. At Thorpe's Block, East Market Street. MCGILLIARD & DARR.

LOANS—MONEY ON MORTGAGES. DIAMONDS, Jewelry, without publicity. CITY LOAN OFFICE, 67 West Washington Street.

LOANS—SUMS OF \$100 TO \$1,000. CITY TRUST CO., 47 East Market Street.

C. E. COFFIN & CO., 90 East Market Street.

MONEY TO LOAN ON FIRST MORTGAGE. W. H. HERRICK, 445 Wine Department, Los Angeles, Cal.

MONEY TO LOAN ON FARMS AT THE LOW rate. We make rate; privilege for payment before due. Call on J. J. MULLANY, 18 1/2 North Meridian.

FOR RENT. FOR RENT—STORE ROOM FOR DRUGS, No. 47 East Market Street.

FOR RENT—BROOM COTTAGE, COLLEGE avenue. Present tenant will rent for \$10 per month. Inquire to-day. POWELL & FLETCHER, 100 North Meridian.

FOR RENT—FURNISHED ROOMS. EX. P. O. BOX 100. Inquire to-day. POWELL & FLETCHER, 100 North Meridian.

ANNOUNCEMENTS. ANNOUNCEMENT—OLD HATS AND RUBBER. A repaired by W. M. DRURY, 47 Massachusetts street, Indianapolis, Ind. Office hours, 8 a. m. to 10 p. m.

ANNOUNCEMENT—PROFESSOR A. R. WIN. A terminate, a mini-reader of past, present and future. General business consultation. Office—709 North Illinois street, Indianapolis, Ind. Office hours, 8 a. m. to 10 p. m.

FOR SALE—MISCELLANEOUS. Threshing Engine. Cheap for cash. Indianapolis Warehouse Co.

CLAIRVOYANT—GYPSY ZORA. RELIABLE Clairvoyant and Palmist, can be consulted on all affairs of life. Rooms 84 Massachusetts street.

Par for Failed Bank Deposits. We accept at one hundred cents on the dollar, deposits in the failed banks of Indianapolis, except one, in payment for clear real estate in Chicago and vicinity. Address, stating bank and amount, for particulars, E. A. J. D. & CO., 401 Chamber of Commerce, Chicago.

NOTICE TO CONTRACTORS—NOTICE IS hereby given that on Wednesday, August 3, 1893, at 2 o'clock p. m., the undersigned Trustees for the Central Indiana Hospital for the Insane, will at the trustees' office at the Hospital, receive bids for the construction of a sewer from the Hospital building to a point near where Little Eagle creek empties into the Indianapolis River. Plans and specifications will be on file with the Superintendent of the Hospital from and after August 1, 1893, and can be examined by bidders. The right is reserved to reject all bids. Bids will be required to state names of proposed bondsmen with their bids. JOHN OSTERMAN, Trustee. Z. H. BAUSER, Trustee.

DRIPLES Cream Baking Powder. The only Pure Cream of Tartar Powder.—No Ammonia; No Alum. Used in Millions of Homes—40 Years the Standard.

BRUNNER'S MALT COFFEE. The Purest, Healthiest and Most Nutritious COFFEE in THE WORLD. A Summer Drink—hot or cold. Ask your grocer for it.