WANTED BY TWO SYSTEMS

The Big Four and the Mackey Syndicate After the Chicago & Eastern Illinois.

Employes of the Evansville & Terre Haute Refuse to Accept a Cut in Their Wages—Western Railways Busy.

The surprise which D. J. Mackey and the syndicate behind him gave to the railroad and financial world on Tuesday of last week will, it is thought by many well-informed men, be followed by another surprise in the not distant future. There is but little question that the Mackey syndicate has its eye on the Chicago & Eastern Illinois, and M. E. Ingalls, president of the Big Four, would like to secure it for the Chicago terminal for his lines, and doubtless would now be in control of it but for the enormous debt hanging over it. The company, by ownership and lease, controls 481 miles of main line, it having under lease the Chicago & Indiana Coal road for 999 years. It also controls the Evansville, Terre Haute & Chicago road, and has $1,000,000 stock in the Chicago & Western Indiana. Its capital and common stock amount to $15,000 a mile, and the preferred to $10,000 per mile; its bonded debt is $12,488,000, and it guarantees in addition six-per-cent. interest on $4,587,000 of the Chicago & Indiana Coal road bonds. The road is owned largely by Boston capitalists, who have made large sums of money through the fluctuations of the property. If neither the Evansville & Terre Haute nor the Big Four syndicate get hold of the Chicago & Eastern Illinois it certainly means the building of a parallel road from Terre Haute to Chicago by the Mackey syndicate and the building of another road from Terre Haute to the river. It has been hinted that the relations between Presidents Mackey and Ingalls are so pleasant that the two may join and secure control of the Chicago & Eastern Illinois, which would be a master stroke. At any rate, there is enough in the present situation of the three interests to bear close watching. In January, 1890, a ten-year traffic arrangement was made with the Evansville & Terre Haute, D. J. Mackey then being in control, for the operation of the Chicago & Eastern Illinois and the Evansville & Terre Haute as a through line. In December, 1892, Mr. Mackey was ousted, and the management succeeding him made a still closer contract operating the two roads as one line.

Low Rates Having Their Effect.

A Chicago dispatch says: "All the Western roads are at present enjoying the sensation of witnessing a substantial increase in the amount of their passenger traffic. Every road in the Western Passenger Association is doing more business now than at any time since the opening of the world's fair, and at least two of the roads which were strenuously opposed to reduction of rates below 80 per cent. of the double locals are now denouncing themselves for not coming down at an earlier date. The agents of the various Western lines are almost unanimous in reporting that the prospects for a continued increase of business are most favorable. This showing is a decided surprise to some of the lines which have been croaking about the financial stringency, which alone, they claimed, has been keeping people back from the fair. They are now carrying more passengers and making more money from their passenger traffic than at any time since Jan. 1."

Refuse to Accept the Cut.

A dispatch to the Journal from Terre Haute says: "The employes of the Evansville & Terre Haute will not accept the proposed reduction of 10 per cent. by the company. This morning a committee, representing the several different grades of employes, went to Evansville bearing their refusal. Several days ago the company made a proposition to the men to cut wages all around 10 per cent for sixty days. At the end of this time, if business warranted, wages were to be advanced again. Yesterday an Evansville switchman was sent to Terre Haute by Superintendent Corbett with the word that the Evansville employes were willing to accept the cut if the Terre Haute people would agree. A meeting of employes was called. Every branch of railroad labor was represented. The committee was instructed to accept no reduction.

Personal, Local and General Notes.

In July the Indiana Car-service Association handled 23,314 cars.

The shipments of melons from points on the Evansville lines now range from sixty to eighty carloads a day.

George Lowell, assistant general superintendent of the Monon, was in the city yesterday on official duties.

The trainmen on the Evansville & Terre Haute have entered a protest against the proposed reduction in wages.

The Chesapeake & Ohio yesterday turned another special train, with 258 world's fair excursionists, over to the Big Four at Cincinnati.

The Pullman sleeping coach put on by the Chicago & Eastern Illinois, to run between Terre Haute and Chicago, has been taken off.

The freight tonnage on the Big Four system, after all the complaint of light traffic, was in July but 5 per cent. less than in July last year.

For the first time in her history Madison will have Sunday trains, beginning next Sunday, arriving at 11:40 A. M., and departing at 2:30 P. M.

Orders have been given to reduce the working hours at the shops of the Monon to eight a day. Work on the new shops at Lafayette is at a standstill.

On Nov. 1, it is stated, all ticket collectors will be taken off the Big Four lines. The heavy world's fair business is assigned as the reason for not dismissing them on July 1.

E. H. Beckley, formerly general passenger and ticket agent of the Cincinnati, Wabash & Michigan, is now a druggist in Elkhart, and is making a success in that business.

Hereafter most of the repairs to locomotives on the Evansville & Terre Haute road will be made at the new shops of the Louisville, Evansville & St. Louis at Princeton.

In July the Monon turned over to the Big Four, to go east via Cleveland, at its crossing point, Greencastle, 140 carloads of Bedford stone, consigned to parties in New York and Boston.

The engineer and conductor in charge of the freight train of the Pennsylvania lines which collided with one of the company's passenger trains, near Fallcreek, last week, have been discharged.

Under its present schedule the Southwestern limited, over the Vanderbilt lines and the Big Four, makes the run from New York to Indianapolis in twenty-two hours and twenty-five minutes.

On Sunday last a special on the Wabash ran from Chicago to St. Louis in six hours and sixteen minutes, including stops. The 113 miles from Decatur to East St. Louis was covered in 116 minutes.

Joseph Wood, general manager of the Pennsylvania lines west of Pittsburg, has returned East, accompanied as far as Columbus by John F. Miller, general superintendent of the Southwestern system.

The report that the Haskell & Barker car works, at Michigan City, had shut down is not true. For lack of material two departments were shut down for two days, but on Monday all departments will be running, with plenty of work for the present.

Superintendent Mansfield, of the Indianapolis & Vincennes, states that travel to the Bethany Park camp meeting this year thus far has been fully 10 per cent. in excess of last year. The manner the trains are run accommodates those who go to the grounds.

J. A. Kirkwood, clerk at the Chicago division shops, Big Four railway, was this week presented with a fine gold watch and chain by the engineers and friends in the mechanical department, as a token of their esteem. Master Mechanic McKee, of Mattoon, made the presentation.

C. C. F. Bent, general superintendent of the Ohio & Mississippi, passed through the city yesterday on a special car, accompanied by George Stevens, purchasing agent of the Queen & Crescent, en route to Chicago to spend several days. Quite a party of young ladies and gentlemen accompanied them.

T. A. Whittemore, assistant to the president of the Hicks Stock-car Company, is in the city. He states that the company now has three thousand cars in the service. He visited the Indianapolis stockyards yesterday, and spoke in very complimentary terms of the manner the cattle and other stock is cared for at these yards.

The Indianapolis Car and Foundry Company is turning out some very fine box cars for the West Maryland road. They are very substantial, equipped with air brakes, self-coupler and all other modern appliances. On completion they are loaded with flour for export via Baltimore, which brings the cars to the road purchasing them.

As the employes on the Chicago division of the Big Four become acquainted with H. F. Houghton, the newly appointed assistant superintendent, they are pleased with his methods. Traffic is so heavy over this division that it will require both George Bender, superintendent, and his assistant to keep matters running smoothly.

The Cincinnati, Hamilton & Dayton has on its Indianapolis division twenty-four locomotives and their passenger business, combined with an unexpectedly good freight movement, keeps them all in service. The Vandalia and the Indianapolis, Springfied & Western are daily turning over a large tonnage of freights to the C., H. & D.

William Green, general manager of the Cincinnati, Hamilton & Dayton, on Thursday returned from New York to Chicago, and will this morning go to Cincinnati to take charge as general manager. President Woodford is expected West in the early part of next week. Charles Rockwell, who wants to succeed E. O. McCormick as general passenger and ticket agent of the C., H. & D., is still in New York.

The Burlington road will, on Aug. 14 or thereabouts, remodel its train service in some respects, the most important change talked of being the dropping of one of the through daily passenger trains between Chicago and Denver. Every train not absolutely necessary to the welfare and convenience of the traveling public; at the same time, though, no trains will be dropped to the detriment of people living along the line.

A passenger man connected with a sharp competitor of the Monon says that although Frank Reed, general passenger agent of the Monon, is somewhat deaf, his actions after attending a meeting show that he manages to hear all that is said. That he is surprising many of the passenger men in his ability as a general passenger agent is generally admitted, the general manager of the road being one of the most surprised.

The officials of the Atchison road were in glee yesterday when they were summoned to appear before the chairman of the Western Passenger Association and answer charges preferred against them because of cut rates between Chicago and St. Louis, put in by the Jacksonville Southeastern. They promptly referred Chairman Caldwell to their action of Thursday in cutting off the Jacksonville Southeastern, and, although the charges are based upon rates made prior to Thursday, they will be dropped. The Jacksonville Southeastern will probably have its hands more than full in a short time. The other roads will probably cut the life out of all the rates competitive with the Jacksonville Southeastern's business.

SUPERINTENDENT BOYD RESIGNS.

A Street-Car Official Will Surrender His Position—No Cause Given.

Superintendent L. A. Boyd, of the Citizens' Street-railroad Company, will, within the next few days, hand in his resignation to President Mason and ask that it be accepted as soon as the company is able to get a man to take his place. The cause, if there is any, is not given out by the officials of the company. Mr. Mason was not in the city yesterday, having gone to Chicago, where he will remain until Monday.

It is said by the officers of the company that Mr. Boyd has been one of the most efficient superintendents that the company has ever had and that there can be no reason assigned on that score for his resigning. It is claimed by Mr. Boyd's friends that he has never been satisfied with his present position and that he is contemplating going back to steam railroading.

Mr. Boyd was seen last night and asked about his resignation and the cause of his action. He said: "There is no especial reason for my resignation. There are a number of causes, however, but none that I care to speak of now. I desired that my release from the superintendency come the first of the month, but, at the solicitation of President Mason, I consented to remain with the company until my successor is secured."

Mr. Boyd stated that no one had yet been chosen to take his place, but that the company have several men under consideration. He was asked if his action was in any way connected with trouble the Citizens' company are reported to have been having with conductors, and replied:

"Not in the least; my resignation was tendered the directors at their meeting ten days ago, before the alleged trouble came up. So far as I am connected with the employes of the street railway the greatest of harmony prevails on both sides."

It is said Mr. Mason has gone to Chicago to get a new superintendent.

CHASED THE CAR CONDUCTOR.

Samuel Taylor, Colored, Attempts to Slash a Street-Car Man.

Samuel Taylor, a colored man of quarrelsome nature, amused himself for a few minutes, yesterday, by chasing conductor McFarland, of the Blake-street car line, over many square feet of West Washington street, the incentive for the conductor's movements being a huge knife in the hands of the negro. Taylor boarded the car at the transfer car in company with a colored friend, and when the conductor asked him for his fare flatly refused to produce it. The conductor insisted on the payment of a nickel, but the passenger grew more obdurate, and finally matters reached a point where McFarland was either compelled to throw the man from the car or donate a ride. However, before he was given an opportunity to put into effect the former resolution, Taylor's companion slipped into Taylor's hand a big pocket knife and the negro started for the conductor.

McFarland noted the gleam of the knife blade and ran to the front end of the car, but there was no escape here, for Taylor was close behind him with the knife, slashing viciously at every step. Finally the conductor jumped from the car and started to run, when Chief of Detectives Splann alighted from another car and took a hand in the chase. The negro made an attempt to use his knife on the detective, but threw up his hands at the sight of the latter's revolver. A patrolman was attracted to the scene and assisted in arresting the negro. He was locked up on the charge of assault and battery with intent to kill.

Wright Grew Tired of Water.

James Wright, a citizen of Whiteland, and old enough to abstain from the capers he cut yesterday, was arrested by officers Kimple and Spearing, in the Union Station, on the charge of being drunk. The prisoner was drunk, and at the station house admitted it without argument. He was plainly a tiller of the soil, but possessed the accomplishment of associating himself with various sorts of people. He had been attending the Acton camp meeting, and had grown tired of water refreshments, so when he came here yesterday, on his way home, he determined to see something of life. He found the boys, and also something more substantial than he had been accustomed to for a week. When arrested Wright was amusing himself with a half gallon of whisky about the lobbies of the Union Station.

Panorama at Armstrong's Park.

Queen's reproduction of the war of the rebellion, a panorama, will be put on exhibition at Armstrong Park to-night, and will continue there until after the encampment. The scenes each cover 425 feet of canvass, and are illuminated by powerful lights. Children will be admitted free to-night.

THE DATES WERE ERASED

The Assignment Deed of Valentine Born Becomes Evidence in Court.

A Peculiar State of Affairs Comes to Light in a Petition for Removal of the Assignee—Federal Court.

PETITION FOR JOSS'S REMOVAL.

A Complication Arising Out of the Assignment of Valentine Born.

In the Circuit Court, yesterday afternoon, Judge Brown heard evidence upon the petition of unsecured creditors of Born & Co. for the removal of Frederick Joss as assignee of the business. On Thursday of last week Paetz & Buennagel, doing business under the firm name of the Indianapolis Parlor Furniture Company, filed suit on account against Born & Co., asking for the appointment of a receiver. The complaint was taken before Judge Harper, and Albert Sahm was appointed receiver, and at once took possession of the store and stock of furniture therein. On Saturday afternoon the suit was dismissed and the receivership dissolved. On Monday morning Born & Co. made an assignment to Frederick Joss for the benefit of all of their creditors. Wednesday Ferd Winter, as attorney for the unsecured creditors, filed a petition for the removal of the assignee. The petition was based upon the fact that the assignee was a man of no business experience and was a law clerk in the office of O. B. Jameson, who was attorney for the majority of the secured creditors, secured by mortgages filed several days prior to the institution of the suit for a receiver. These mortgages were two in number, one of them being to Conney, Waller & Deprez, of Shelbyville, for $17,000, and one to Anderson & Barry, of Philadelphia, Pa., for $2,100.

The first witness put upon the stand yesterday afternoon was Dr. F. J. Van Vorhis, who represented Paetz & Buennagel in the suit for the appointment of the receiver. He said that the day after the filing of the suit Born had made overtures for a compromise to him, which had been accepted. Born agreed to assign to Paetz & Buennagel, to secure their claim, leases to the amount of $19,000. Upon this agreement the receivership suit was dismissed, and the same day the assignment of the leases was made. The pleadings in the suit for the appointment of the receiver were then introduced in evidence. Mr. Rusk, bookkeeper for Born & Co., was put on the stand, and testified to having written the inventory of stock, which was filed with the deed of assignment; a part of the inventory, he said, was not in his handwriting. He said that the inventory had been commenced on July 24, but afterwards admitted that it had been begun on the evening of July 22. He said that he did not know at whose orders the inventory was taken.

Valentine Born himself was examined. He said that the mortgages to Conney, Waller & Deprez and to Anderson & Barry had been executed July 21 to secure notes of the same date; the notes were given in renewal of other notes, some of which were past due, and some of which would be due in a few days. The mortgage had been prepared by O. B. Jameson at his suggestion. In June he said he had assigned to Mr. Jameson leases to the amount of $19,000 to secure a claim held against him by Mr. Jameson for $3,300. These were the same leases which were afterwards assigned to Paetz & Buennagel to secure their claim and the dismissal of the suit for a receiver. All leases made subsequent to this assignment were indorsed to Mr. Jameson by Born, but he retained possession of all of them and paid Mr. Jameson a certain amount of the collections thereon each week. When the receiver was appointed and took possession, however, these leases suddenly found their way into the possession of Mr. Jameson, the attorney who drew up all the legal instruments heretofore executed in the various transactions, but Born said he did not know how they came to be in Jameson's possession and did not know that they were until he was told so. In answer to questions propounded by Mr. Winter, Born said that he was positive that the question of the assignment had not been spoken of till after the dismissal of the suit for the appointment of the receiver. Mr. Winter then exhibited to him the deed of assignment, which had been brought from the recorder's office, and introduced it in evidence. He showed that the instrument had been executed on July 27, the date of the filing of the receivership suit, and that afterwards this date had been erased, and that of July 21 had been substituted. Mr. Born was asked how this came to be, and replied that he did not know.

The evidence was not concluded when the hour for adjournment was reached, and the hearing of the case was continued until 2 o'clock this afternoon.

ONE GROCER RETALIATES.

Robert Keller Sues the Secretary of the Retailers' Association for Damages.

At least one of the grocers in the city who have been prosecuted by the Retail Grocers' Commercial Association for not closing his store on Sunday has begun a retaliatory suit. Robert Keller, the proprietor of a grocery, meat market and dry goods store at Coburn and East streets, was arrested on June 6 upon a warrant issued on the affidavit of Charles H. Stuckmeyer, secretary of the association, and a member of the committee appointed by it to secure the enforcement of the Sunday closing resolution adopted by it. Stuckmeyer made affidavit that Keller had been guilty of desecration of the Sabbath in selling to a man named Becker a handkerchief for a consideration of 10 cents. Keller was tried, convicted and fined in Justice Daniels's court, and appealed to the Criminal Court, where, upon a trial by a jury, he was acquitted July 27.

Keller now files suit against Stuckmeyer for malicious prosecution, alleging that the arrest and prosecution was without probable cause; that he was compelled to employ attorneys to defend him at an expense of $100, and has been damaged, by the publication of his arrest and trial, in the sum of $5,000, for which he asks judgment.

He Circulated Obscene Literature.

Nikolaus Reiz was fined $10 and costs by Justice Habich yesterday for circulating obscene literature, and in default of payment was sent to jail. Reiz is from Chicago, where he has been conducting a small book store at No. 178 Monroe street. He is credited with being an Anarchist and his place in Chicago was credited with being a rendezvous for Anarchists. During the trial of the Anarchists who were implicated in the Haymarket massacre he became prominent in that city. About two weeks ago he came to this city and has been endeavoring to dispose of pamphlets of an obscene character purporting to have a bearing upon alleged crimes committed through the agency of the confessional. The affidavit against him was filed by W. Barnes.

Hoffer Was Knocked Down.

In the Police Court, yesterday morning, Martin Morgan was arraigned for assault and battery with intent to kill a man named Hoffer, and held for the action of the grand jury under bond in the sum of $1,000. The assault was an exceedingly vicious one. A few night's ago Morgan sent to Hoffer's house and requested him to come to his (Hofler's) shop to do some repairing upon a pair of shoes. Hoffer went as directed, and when he came upon the street was assaulted by Morgan and knocked down with some kind of a blunt instrument.

Exceptions in the C. & S. A. Case.

Receiver Charles E. Pope, of the Chicago & South Atlantic road, filed exceptions with Judge Baker, of the federal court, yesterday, to the findings of Lewis C. Walker, special master in chancery in the suit of Pope against the L., N. A. & C. road, in which Henry Crawford and others are mixed up. The receiver claims that the special master should have found, among other things, that the C. & S. A. road did its work on the L., D. & S. road in good faith, until the other company attempted to cancel agreements. It is claimed that he should have also found that there is $50,000 due officers for salaries, in addition to the $168,922.88, and that the value of work in several northern counties should be placed at $218,922.88 instead of $168,922.88. The receiver insists that the master should have found that the municipal subsidies taken from the C. & S. A. road were valued at $300,409.68, all of which should be paid by the L., N. A. & C. road. He also thinks the bonds issued by Delphi are the rightful property of the plaintiffs.

A Suit on Hogs.

A. Baber & Co. yesterday filed suit against M. Sells & Co., and Pierce & Graves, asking judgment in the sum of $600. The complaint alleges that the plaintiff placed in the hands of Pierce & Graves the sum of $1,500 with which to purchase hogs for them, and one carload of hogs was purchased and sent to plaintiff. The remaining $600 it is alleged was used to purchase a lot of hogs consigned to Sells & Co., under the name of Harry Patterson.

Karsch Charged with Embezzlement.

Ernest Karsch was arrested yesterday afternoon and arraigned before Justice Daniels on an affidavit charging him with forgery. The affidavit was filed by Charles Krause from whom Karsch is accused of embezzling money. He waived arraignment and is held at the jail in default of bond, awaiting the action of the grand jury.

A Suit for Infringement.

A suit was filed in the federal court, yesterday, by the Indiana Manufacturing Company against Wm. N. Springer, of Fortville, for an infringement on a straw elevator invented by James Buchanan and transferred to the plaintiffs in 1891.

The Court Record.

SUPERIOR COURT.

New Suit Filed.

Joseph Keller vs. Charles H. Stuckmeyer; malicious prosecution. Demand, $5,000. Room 3.

CRIMINAL COURT.

Millard F. Cox, Judge.

State vs. Lib Williams; petit larceny. Trial by court. Not guilty.

State vs. William Morgan; petit larceny. Pleaded guilty. Released on good behavior.

CIRCUIT COURT.

New Suits Filed.

Noah Adair vs. Alverda Adair; divorce.

Adin Baber et al. vs. Michael Sells et al.; for money had and received.

Rev. Mr. Hunter in the City.

Rev. R. V. Hunter, formerly pastor of the Seventh Presbyterian Church, will occupy the pulpit of that church to-morrow morning.

HUNDREDS of people write: "It is impossible to describe the good Hood's Sarsaparilla has done me." It will be of equal help to you.

Don't pay money for Water!

A SOLID Extract of Beef is more ECONOMICAL than a liquid, for the reason that it is concentrated, and housekeepers will find it much cheaper to

BUY

Liebig COMPANY'S

Extract of Beef,

a solid, concentrated extract, free from fat and gelatine or any foreign substance and dissolve it themselves.

The genuine has this signature on the jar IN BLUE.

TREASURY STATEMENT.

Monthly Statement for July, 1893, showing the balance in the State Treasury July 1, 1893, the Receipts and Disbursements for July, the balances in the various funds, and the balance on hand at the close of business July 31, 1893, as appears from the records in the offices of Auditor and Treasurer of State:

Balance in Treasury July 1, 1893	$899,638.60
July receipts	446,943.71
	$1,346,582.31
July disbursements	372,904.37
Balance in Treasury July 31, 1893	$973,677.94

BALANCE BY FUNDS.

General Fund	$366,389.11
Benevolent Institution Fd.	412,012.13
Soldiers' and Sailors' Monument Fund	91,174.87
School Revenue Fund for Tuition	14,028.82
College Fund, principal	7,606.09
College Fund, interest	344.25
Per. End. Fund, Indiana University	7,251.04
Per. End. Fund, Indiana University, interest	859.38
Sale State Lands	8,312.18
Sale University and College Fund Lands	18,671.02
Unclaimed Estates	22,521.91
Escheated Estates	1,278.56
Swamp Land Fund	13,604.90
State Sinking Fund	467.78
Common School Fund	5,732.70
Excess Bids Sinking Fund	2,023.25
Surplus Revenue Fund	500.00
	$973,677.94
Outstanding warrants	$2,459.99

ALBERT GALL, Treasurer of State.
J. O. HENDERSON, Auditor of State.

ADVERTISED LETTERS.

The following is the list of letters remaining unclaimed in the Indianapolis Postoffice Saturday, Aug. 5, 1893. Please call for "Advertised Letters" and give the date of this list.

Ladies' List.

B—Brown, Sarah; Burk, Jennie A.; Bess, Mrs. Mary; Butcher, Miss Jennie; Brown, Agy; Burton, Miss Violet; Brown, Mrs. Katie; Blake, Mrs. Mollie; Burros, Mrs. Lue; Boese, Miss Annie.
C—Conner, Alma; Cummins, Miss Minnie; Clair, Ella; Carle, Pearl; Collins, Mrs. L. H.; Carter, Mary E.
D—Dorsey, Miss Anna (2); Davis, Miss Eva; Dame, Mrs. Laura P.; Dupee, Mrs. Julia; Davis, Mrs. Emma.
E—Elkins, Mrs. Ida.
F—Finch, Kate; Finter, Miss Emma; Fudge, Miss Malissa; Fields, Hattie.
G—Geard, Mrs. Sallie; Gallager, Grace; Galvin, Mrs. Emma; Griffin, Miss Nettie.
H—Hill, Mrs. H. N.; Hawes, Mrs. Harriett; Hesse, Miss Jennie; Holoway, Miss Cinda; House, Mrs. S. J.
J—Johnston, Mrs. Louisa; Jackson, Mrs. Millie; Johnson, Mrs. Victoria.
K—Kelley, Mary; Knowles, Mrs. Gracie; Kline, Miss Annie.
L—Lyon, Miss Lillian; Lahr, Mrs. Maud; Lane, Mrs. M. F.; Lewis, Mrs. Jennie.
M—Miny, Mrs. Charlotte; Mitchell, Miss Lydia; Maning, Mrs. J.; Myers, Miss Josie; Macy, Miss Bertha; Mathews, Mrs. Bertha; Mills, Miss Ollie; Murrell, Miss Mary; Montgomery, Miss Jennie; Murphy, Mrs. Kate; Martin, Mrs. Lucy A.
N—Nalker, Miss Fannie B.; Nichols, Mrs. Alice.
O—Osborn, Mrs. Eliza; Ovy, Miss Cora.
P—Patterson, Mrs. Glen; Prather, Miss Lula; Palmer, Miss Minnie.
R—Randall, Mrs. A.; Robbins, Mrs. Nannie; Richardson, Miss Mamie; Randolph, Mrs. J. A.
S—Semple, Mrs. L. A.; Sorrel, Miss Pearl; Stuart, Mrs. B. W.; Stevens, Miss Mary; Stitchner, Miss Julia.
T—Taylor, Mrs. Retta; Trute, Miss Josie; Talbott, Mrs. Minnie.
W—Wehling, Miss Christine; Walker, Eliza; Works, Alice; Woodford, Miss Sarah; Wettmann, Mrs. Jennie; West, Mrs. Mary Francis; Waltz, Mrs. Becca.

Gentlemen's List.

A—Adams, B. B.; Abecht, Adolph.
B—Burkheart, Chas.; Brown, W. E.; Bowser, Edward C.; Boldin, Link; Bowman, Walter; Bled, Louis Antoine; Bous, Dick; Bradford, Wm.; Bell, R. E.; Barlow, B. B.; Brooks, West; Butler, Kid.
C—Castlen, E. L.; Carnar, Dennis; Cooper, J. L.; Carlisle, Robt.; Clark, S. D.; Clifton, Jno.; Coney, Sam; Cooper, Wm.; Carter, J. H.; Callahan, Patrick; Chandler, J. N.; Carrington, Geo.; Cook, J. D.; Carreathers, Austin.
D—Davison, Henry; Davis, Ruben; Dougherty, W. F.; Davis, W. W.; Davis, Jno.
E—Ellis, Wm. G.
F—Field, Frank; Farmer, Able; Fuchs, Adam; Ferrell, Jno.; Ford, Robt. V. (2).
G—Guede, John; Glessnor, Wesley; Gregory, M. L.; Griffin, Tom.
H—Hammond, J. O.; Hinkle, Force; Hezman, H.; Hurst, Geo.; Hacke, Jos.; Haynes, James.
K—King, Henry; Knox, Geo.; Keen, Jno.; Kos, Henry; Kendall, Adam S.; Knelling, Theophilus.
L—Little, Wm.; Lang, Cato; Laral, Wm.; Lee, Jno.; Lawe, Tyner.
Mc—McDonald, James; McLean, Geo.; McNerney, J. G.; McCarty, Dr. W. F.; McCollumn, William.
M—Miller, Frederick; Martin, Wm.; Murphy, Thos.; Miller Sam; Moore, Jno.; Moore, J. M.; Mellette, W. C.; Miller, M. J.; Macome, Nick; Moore, W. W.; Morrison, Edward.
N—Nelson, Rev. Dr.
O—O'Toole, Farragut; Oler, Orie; O'Brien, M. J.
P—Puntis, Moses; Potts, C. M.; Pearson, Al; Parmer, J. R.
R—Rucker, C. A.; Russelle, R. H.; Reed, M. A.
S—Sadler, E. J.; Staffer, J. C.; Smith, Lee; Stevens, Geo. P.; Schildneir, Anton; Shipp, J. Y.; Schafer, Edward; Shuman, John; Syfritz, Joe; Shriberg Max.
T—Thiele, Julius; Teter, Marion; Theller, J. N.
W—Willer, P.; Walker, Geo.; Wyeth, Wm. J.; Walker, Jno. W.; Weakley, Bill; Williams, Frank; Whitcomb, C. L. (2); Wilson, H. C.; Wells, Thos.; Wells, S. H.
Y—Yoh, Wm.; Yim, Pang.
Z—Zeck, Geo.

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.

The Tint of a Sea Shell.

The delicate pink shells that line the beach are no more beautiful than the complexion of the woman who uses

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