TROUBLE OVER G. A. R. RATES

The Rock Island Road Says Other Lines Are Not Living Up to the Agreement.

Tickets to Indianapolis Extended—Wages of Employes on Local Lines Likely to Be Reduced—Railroad Y. M. C. A.

A dispatch from Chicago says: The regular row over Grand Army rates has broken out, and there is a strong possibility that the result may be something akin to general demoralization before everything is peaceful again. The Rock Island has made a complaint against the Chicago Great Western and the Northwestern, accusing them of paying commissions of 10 per cent., besides agreeing to grant free transportation to various committees which are arranging for the trip to Indianapolis. Both roads here denied the accusation, the Great Western insisting that it was not even trying for any Grand Army business. The Rock Island lodged no formal charges, merely insisting that it had just cause for complaint. Chairman Caldwell, of the Western Passenger Association, after looking into the matter declared that he could find no cause for the complaint of the Rock Island, and the matter was dropped for the time. The Rock Island will return to the charge in a short time, however, as it declares that its complaint was well founded and that it does not propose to allow any of its legitimate business to be taken away if it can help it.

The Western Passenger Association has made a change in extension tickets to be sold for the Indianapolis encampment. The tickets will now be sold for Indianapolis Aug. 30 to Sept. 4, instead of being good for going on Sept. 3 and 4. This will give such members of the Grand Army as come through Chicago two days more in which to see the fair than they would have had under the previous arrangement. St. Louis lines had already taken this action, and the Chicago lines were compelled to meet this action.

The Railroad Y. M. C. A.

For several years there was a railroad men's branch of the Young Men's Christian Association at Indianapolis, but it died for want of support from the railways. When it expired only Wm. R. McKeen, president of the Terre Haute & Indianapolis, and William N. Jackson, secretary of the Union railway, were contributors for its support. There seems to be a general revival of this work. Recently President Roberts laid the corner-stone of a new building for the R. R. Y. M. C. A. in Philadelphia, which is to be one of the finest association buildings in this country, costing $100,000. President Ingalls, of the Chesapeake & Ohio, has also taken great interest in this work on that road and at several central points, as associations have been formed and neat buildings erected for their use. With fifteen roads running in here and the large number of railroad men stopping here, certainly Indianapolis, says Mr. Jackson, is deserving of aid from the Pennsylvania, the Big Four and other roads, and with proper effort Indianapolis could have a branch association as large and prosperous as any railroad point in the country. President Roberts gave his hearty co-operation to the work, and in the course of his remarks said: "This association is not only directly valuable to its members in its privileges, but is indirectly a strong factor in making the officials of roads think more highly of the rank and file of the employes who take an interest in this great movement for railroad men." Mr. Jackson stated last evening that E. E. Stacy, the State secretary of the Indiana Young Men's Christian Association, was moving in this matter, and looked for good results.

Contemplated Reduction in Wages.

The Journal has information which makes it certain that the employes on some of the Indianapolis lines will be asked to accept a reduction in their wages for the time being, at least. A Big Four man, in speaking of the matter, said time had demonstrated that in the most prosperous seasons the adjustment of wages which E. A. Peck made with the Big Four trainmen was on too liberal a scale and considerably above the scale fixed by most roads of this country, and with times like the present President Ingalls finds that something must be done. The gross earnings of the Big Four lines, the P. & E. included, the first half of August drop $110,000 below those of the first fifteen days of August, 1892. Within a short time President Ingalls will call the committees of the different classes of trainmen together to discuss the situation in a friendly, frank manner. In this connection it should be added that the trainmen on the Big Four lines are better paid in many respects than on any other road coming to this city; especially in the matter of overtime they have great advantage. It is also stated that the Lake Erie & Western has under consideration the asking of its men to accept a reduction in their pay—at least such a rumor is current among the trainmen.

Transcontinental Rate Spat.

The Union Pacific is hurling thunderbolts at the head of Chairman Caldwell because of the refusal of the Western Passenger Association lines to use the Union Pacific rates of $25 and $18 to Montana and Puget sound as basing rates. It has declared that if the Eastern lines refuse to do this the agreement is no agreement. Then it wanted to know what the association was going to do about it. Chairman Caldwell replied that the association was all right, and that there was no chronic trouble with the agreement. More warm correspondence ensued, and the fight is still on.

Personal, Local and General Notes.

Tuesday night the Chesapeake & Ohio turned over to the Big Four 517 world's fair excursionists from the Virginias.

The Postoffice Department has issued an order that railroad postal clerks must not ride in the postal cars unless on duty.

Panhandle passenger Engine 59 is decorated with a large pair of antlers, painted the national colors—red, white and blue.

Frank Halferty, Charles Saylor and E. V. Happeny, passenger brakemen on the Pennsylvania lines, were this week promoted to passenger conductorships.

The Chicago & Rock Island has started its through trains between Kansas City and Fort Worth, making the run in twenty-two hours and forty minutes.

Passenger brakeman Leffers, on the Wabash, who was cut badly by a tramp whom he was trying to eject from his train, lies in the hospital at Peru, suffering a good deal from the wounds.

On all divisions of the Big Four system coal from mines on the Chesapeake & Ohio is used for fuel for the company's locomotives. It is said to be better for that purpose than Pittsburg coal.

Up to yesterday the Big Four passenger officials had received information showing that it will require 135 coaches to bring the members of the Grand Army of the Republic coming from points on their own system.

Indianapolis lines are not the only ones showing decreased earnings for July. One hundred and thirty-eight roads reported in the Financial Chronicle show a decrease in earnings last month, as compared with July, 1892, of $1,765,527.

The Big Four lines (Peoria & Eastern not included) earned in the second week of August $262,524, a decrease as compared with the corresponding week of 1892 of $51,875. The Lake Erie & Western earned $64,367, a decrease this year of $7,932.

William Green, general manager of the Cincinnati, Hamilton & Dayton, has closed his business relations with the Griffin Car and Foundry Company, of Chicago, and returned yesterday to Cincinnati, prepared to devote his entire attention to the C., H. & D.

The Chesapeake & Ohio management is arranging for a special train from Cincinnati to Newport News on the occasion of the sailing of the first of the new steamships which are to ply between Newport News and London, which will be in about thirty days. A number of newspaper representatives and a large number of shippers at prominent Western railroad centers will then be the guests of the C. & O. company for three days or more.

Eugene V. Debs and George Howard, the promoters of the new railway association, on Sunday last organized a branch at Kansas City of 150 railway employes. Next Sunday they will be in Atchison, and one week from next Sunday in Omaha for the same purpose.

William Mullins, late purchasing agent of the Pennsylvania lines, whose illness was mentioned last week, was buried at Steubenville, O., yesterday. The company furnished a special train to carry the remains and the friends of the deceased from Pittsburg to Steubenville.

Capt. G. L. Clarke, the well-known excursion agent of the Cincinnati, Hamilton & Dayton, on Monday stepped on a banana skin and fell to the pavement with such force as to render him unconscious for a time, and on examination it was found that his shoulder bones were broken.

The Big Four has placed on sale tickets at $3.50 the round trip to Chicago, via Benton Harbor. For some weeks past the Michigan division of the Big Four has been turning over from one hundred to two hundred people to the Graham & Morton steamboat line, which plys between Benton Harbor and Chicago.

An idea of the passenger business the Big Four is doing may be formed from the following official statistics: Commencing with Aug. 16, the number of passengers handled the following seven days on the system was: Aug. 16, 24,191; Aug. 17, 22,483; Aug. 18, 23,997; Aug. 19, 26,038; Aug. 20, 23,238; Aug. 21, 21,602; Aug. 22, 24,320.

S. G. McLaughlin, general manager of the Continental fast-freight line, was in the city yesterday. He states that there is no ground for the report to the effect that the Continental line is to withdraw from this territory with the Baltimore & Ohio Southwestern and Ohio & Mississippi consolidation going into effect.

General Manager Green, of the Cincinnati, Hamilton & Dayton, has issued an official circular appointing D. G. Edwards general passenger and ticket agent, effective Sept. 1. Among railroad men the opinion prevails that the C., H. & D. management has made an excellent selection for a successor of E. O. McCormick, who, on Sept. 1, takes service with the Big Four.

The amount of stock of the Evansville & Terre Haute which has changed hands in the last ten days gives color to the report that D. J. Mackey and his friends have lost the controlling interest. Should this be true President Mackey has made money at the prices he purchased the control. Since the report that he had control of the road he has exercised no authority in dictating the policy of President Grammar.

The citizens of Terre Haute are very anxious that the car works should be rebuilt, as it was one of the city's largest industries, and some of them will take stock in the concern if reorganized rather than lose the plant. The employes of the works burned are very anxious that they be rebuilt, as many of them have little homes there, either paid for or partially paid for through building associations. The employes have offered to take hold and clear up the debris and make ready to rebuild the plant, working for a nominal figure and not asking for their pay for four months.

The Indianapolis Superintendents' Association yesterday got out its revised list of switches leading to the industries of the city. It shows that there are 236 of these switches, as follows: One hundred and thirty-six on the Big Four lines, divided as follows: Seventy-one on the Chicago division, 53 on the Bee-line division, 6 on the St. Louis division and 6 on the Peoria & Eastern. On the Lake Erie & Western, 25; Vandalia, 24; Louisville division of the Pennsylvania, 19; Indianapolis division, 3; I. & V. division, 2; the Indianapolis, Decatur & Western, 7; the Louisville, New Albany & Chicago, 2; Kingan railway, 1; Union railway, 8. Beyond question Indianapolis offers inducements in its switching facilities and the charges for the services that no other railroad center in the United States can.

SOLONS OF HAUGHVILLE.

Anti-Peddler Ordinance Repealed—Attack on the Screen Ordinance Repulsed.

The Town Board of Trustees of Haughville opened its session last night with but two members present, President Patterson not arriving until late in the evening. Trustee Moore was elected temporary president by Trustee Hungate. John King, secretary of the School Board, suggested that the outlying additions be annexed to Haughville, and that 5 cents for tuition fund and 15 cents for special fund be the school tax assessed for the coming year. He said that this must be done or else the school term would be shortened on account of scarcity of funds. The people in these outlying additions enjoyed school privileges, but did not pay any tax to support them. The board took no action on this suggestion, but will call it up at the next meeting. The sum of $1.80, a debt owed by the fire department, was ordered paid. It was announced that a number of men helped in the fire on Summit street of Aug. 5, and their services were ordered to be paid for at the rate of 25 cents per hour, the total amounting to $13.50.

Saloon keeper McBride had previously made a complaint to the board that no notices of the passage of the screen ordinance had been served to the people, as it is necessary to do when any ordinance is passed, but Marshal Harmon brought an affidavit from 'Squire Martin to the effect that five notices had been placed in the most conspicuous places in the town. The board upheld the marshal.

President Patterson appeared on the scene and took charge of affairs just as the question of paving the sidewalks of King street with cement came up. There were many "kicks" against the improvement. The argument of hard times took hold of the board, and they condescended to lay it over until the next meeting. The board further endeared themselves to the populace by repealing the "peddler's ordinance." The passing of this ordinance drove all the farmers and nearly all the peddlers away from Haughville, leaving the grocers full sway. The raising of prices by the grocers led to the repealing of this ordinance. A special ordinance will be passed, probably, at next meeting that will require book agents, clock agents and the like to get license, but will grant produce peddlers the freedom of the town.

Trustee Moore, who by this time was feeling very bitter at anything that was called an ordinance, moved that the "screen ordinance" be repealed. Saloon keeper McBride, who was listening very intently, and who has been having extreme trouble on account of this ordinance, rewarded Moore with a peculiar smile and a knowing shake of the head, but his happiness was soon ended by President Patterson and Trustee Hungate voting "nay." Notice will again be served on the Ewart works to fill up the holes on Holmes avenue. They were notified to do so last meeting, but have so far failed to do so. George Stevens was then appointed janitor of the "town hall," at a salary of $1.50 a month, and the board adjourned.

Prosecutions Have Ceased.

The trouble about the screen ordinance has ceased until the authorities learn how to proceed against the violators. McBride still refuses to remove his screens, and remains unmolested because of the fact that 'Squire Martin refuses to file cases against him. There are two cases still pending against McBride, and until these cases are decided no new charges will be filed against him. H. Carton is the only other violator, and there is only one case against him, that of last Sunday.

Malleable to Resume.

It is reported that the Malleable iron works will resume work Sept. 11. If so, employment will be given to about one thousand of Haughville's idle men.

Amusements.

The Park Theater will have a new show opening with the matinee to-day and continuing the remainder of the week, in "Just Landed," a farce-comedy, which has made a hit in other popular-price houses. Perkins D. Fisher, Texarkansas, the dancer, John C. Leach, Dick Morosco and Jean Delmar are the leading members of the company.

Cleveland's All United Minstrels will open the regular season at the Grand Saturday matinee and evening. Besides the regular minstrel company, African Dell, Elmourne, an aerial performer, and the famous Dismartine troupe of French quadrille dancers, European vaudeville artists, appear. These dances made a sensation in New York.

A TRANSFER SYSTEM SUIT

Passenger Whose Face, as Well as His Ticket, Was Liberally Punched.

South-Side Association Sues Hasely's Bondsman—Railroad Row Compromised—Court Notes.

The Citizens' Street-railroad Company was yesterday afternoon made defendant in a suit for damages growing out of the adoption of the new transfer system. The plaintiff is William Trieb, who alleges that upon Aug. 14 he boarded one of the defendant's cars at the corner of Seventh and Illinois streets, and paid his fare, demanding at the time a transfer ticket for the South Meridian-street line, and was given a ticket by the conductor. Following the instructions of the conductor on the North Illinois-street car he left the car at the corner of Illinois and Washington streets, and at that point boarded the first South Meridian-street car that passed and tendered the transfer ticket as payment for his fare, which was refused and upon his refusal to again pay his fare he was forcibly ejected from the car. He alleges that in early life he had been afflicted with hernia, but for the past five years he had not been bothered with the disease. He charges that when the conductor of the South Meridian-street line ejected him from such car he cuffed and kicked the plaintiff to such an extent as to cause a recurrence of the ailment. For the injuries received and the humiliation to which he was submitted he asks judgment for $2,000.

The Cadi yesterday fined Mont Bonner $1 and costs for driving a street car for advertising purposes. Bonner is a motorman on the East Washington-street electric line, and the company had permitted his car to be covered with muslin signs advertising an attraction at Armstrong's Park. The motorman was arrested by officer Corrigan for the violation of an ordinance prohibiting advertising by means of signs placed upon vehicles and parading the streets. In the Police Court H. C. Allen, attorney for the company, appeared for the motorman, and said the case would be appealed if a fine was imposed. The fine was stayed, and City Attorney Jones will give an opinion as to whether the case of Bonner comes within the ordinance.

Domestic Troubles of the Kents.

In the Police Court, yesterday morning, John Kent was fined $10 and costs for assault and battery upon his wife. Kent, who is a bartender in a West Washington-street saloon, was arrested Tuesday night by officer Warren upon the complaint of his wife. In the Police Court there was conflicting testimony, Kent denying that he had struck her.

In the afternoon his wife, Annie R. Kent, filed suit for divorce on the grounds of cruel and inhuman treatment and judgment in the sum of $1,000 alimony. In support of her complaint she sets up the conviction in the Police Court yesterday morning. She also asked that a restraining order be issued enjoining the defendant from any acts of violence towards her and from disposing of any of his property. The complaint was taken immediately before Judge Winters and the restraining order was issued.

Two Divorce Complaints.

Lulu Sampson, in her complaint for divorce from William, alias Greenup Sampson, alleges marriage in the State of Kentucky in 1873. Seven years later the defendant, it is charged, was compelled to leave the State to avoid arrest for larceny, and the plaintiff joined him in Kansas City. During all their married life she alleges that the defendant, though well able to do so, failed to make provision for her support.

Lizzie Hile has sued Ira B. Hile for divorce and judgment for alimony in the sum of $1,000. They were married Aug. 25, 1887, and the plaintiff charges that for more than two years past the defendant has abandoned and wholly failed to provide for her.

Seeking to Recover from Mohs.

Albert W. Wishard, assignee for the South Side Building and Loan Association, yesterday brought suit against Charles P. Hasely, the absconding secretary of the company, and William Mohs, his bondsman, to recover $10,000, alleged to be due the association from the defalcation of Hasely. The complaint charges that Hasely, in the performance of his duties as secretary, received as dues from members and on repayment of loans the sum of $41,481.95 and a bill of particulars is filed with the complaint showing the dates and amounts of these payments. It is charged that Hasely did not turn this amount over to the treasurer, but only accounted to the latter official for the sum of $33,198.35, leaving a balance due of $8,283.60.

Railroads Patch Up Differences.

Judge Baker, of the federal court, in chancery proceedings, yesterday, settled the controversy which has long existed between the Michigan Central railway and the Hammond electric railroad. Several months ago the former filed suit for an order which would restrain the street railway from crossing the tracks of the Michigan Central. The suit has been pending for several months, and has at last been decided by the attorneys of both sides appearing before the court and entering an agreement by which further trouble will be prevented. The plaintiffs in the case will stand two-thirds of the cost.

Suing for a Commission.

John H. Harrison yesterday filed suit against Wm. H. Richardson asking judgment for $400 alleged to be due on a parole contract. The plaintiff alleges that the defendant agreed to pay him $500 for assisting in the collection of $2,000 due on a policy of insurance which was afterward paid. Of this amount $150 was paid and the balance remains due and unpaid.

Mrs. Bright in Hard Luck.

Henry Bright was arrested Tuesday night for assault and battery upon his wife. The Cadi fined him $1 and costs and sentenced him to thirty days in the workhouse. A son was a few weeks ago sent to the workhouse for assault and battery on his mother. The woman in the case was not in Police Court, and her whereabouts are unknown.

Suit for Slander.

Moses Eckhouse, wholesale whisky dealer on South Meridian street, was yesterday made defendant in a suit for damages for alleged slanderous statements concerning Mary E. Gary. The complaint charges that Eckhouse in a certain conversation with divers persons on May 31 made statements derrogatory of the plaintiff's character.

On His Own Recognizance.

In the Criminal Court, yesterday morning, Roderick Koehler was tried for forgery and released upon his personal recognizance. Koehler was indicted for forging the name of the Wm. F. Piel Company to a feed check good for thirty-four bushels of feed at the factory of the company on West Morris street.

To Replevin Real Estate.

John Pottman, by complaint filed in the Superior Court yesterday afternoon, is seeking to replevin from John C. Arbeny the greenhouse situated at the corner of Raymond street and the J., M. & I. railway tracks, and asks $100 damages for the unlawful detention of the property.

Ryder Case Again.

Prosecutor Holtzman yesterday filed a demurrer to the plea in abatement filed by Joseph M. Ryder, under indictment for having counterfeit union labels in his possession. The demurrer was based upon the insufficiency of facts alleged in the plea.

Two Years for a Murderous Assault.

Judge Cox yesterday found Michal Powers guilty of assault and battery with intent to kill John Healey, and fined him $10 and sentenced him to two years in the penitentiary. Powers and Healey were drinking together in Jack Christian's dive on Kentucky avenue, and became involved in a quarrel which ended by Powers striking Healey a murderous blow upon the head with a carpenter's square.

The Court Record.

SUPERIOR COURT.

New Suits Filed.

Annie R. Kent vs. John Kent; divorce. Room 1.

John H. Harrison vs. William H. Richardson; on contract. Room 2.

Frederick Pottman vs. John C. Arbenz; replevin. Room 3.

John R. Husey et al. vs. Birdie Lehr et al.; mechanic's lien. Room 2.

William Spotts vs. John C. Riley; note, and on account. Room 3.

William Trieb vs. Citizens' Street-railroad Company; damages. Demand, $2,000. Room 1.

Lula Sampson vs. William Sampson; divorce. Room 3.

Lizzie Hile vs. Ira B. Hile; divorce. Room 2.

Jonas Spiegel et al. vs. Indianapolis Curled Hair Company; on account. Room 1.

CIRCUIT COURT.

New Suits Filed.

Albert W. Wishard, Assignee of the South Side Building and Loan Association, vs. Charles R. Hasely and William Mohs; suit on bond. Demand, $10,000.

Martin J. Callhan et al. vs. John C. Hart; on account.

Maria A. Bishop et al. vs. Hester Harrison et al.; to quiet title and for partition.

Mary E. Gary vs. Moses Eckhouse; slander. Demand, $5,000.

CRIMINAL COURT.

Millard F. Cox, Judge.

State vs. Roderick Koehler; forgery. Released on personal recognizance.

State vs. Michael Powers; assault and battery with intent to kill. Trial by court. Guilty. Imprisonment in State prison two years and fined $10.

BOARD OF WORKS MATTERS.

The Fruit Stand Must Go—Property Owners Have a Grievance Against Brick.

H. D. Pierce laid a bundle of cigars down on the desk occupied by the reporters at the Board of Works meeting yesterday morning with this Scriptural injunction on the wrapper: "But whosoever shall smite thee on thy right cheek, turn to him the other also." Accompanying this was the message: "Your quill pointed assegai were sharp pointed and burning; mine in return fire are also sharp pointed and will burn—with pleasure, though, I trust, and not pain—to any one." President Conduitt declined to smoke, but the cigars disappeared from the table in the course of the morning. Mr. Pierce was told that the board would not interfere with the building inspector in preventing the erection of a fruit stand adjoining Mr. Pierce's property at the corner of Pennsylvania and Market streets.

Superintendent George H. Weaver, of the I., D. & S. road, called the board's attention to a letter that had received no consideration from the board six months ago, in relation to the assessment against the company for a part of the Kentucky-avenue asphalt. The company has been assessed for the entire width of the street where its tracks approach the avenue, and it is claimed that the assessment is very unfair.

A delegation of property owners living on Second street, between Meridian and Tennessee streets, came to complain about the quality of brick that is being laid on that thoroughfare. It is said the bricks are rough and broken. The Indiana Paving Company has the contract for the work and began laying repressed brick, but afterwards laid the standard brick. The property owners had a grievance in this, too; but the board told them that the standard brick was just as good as the repressed brick. The city engineer was ordered to make an examination of the brick that is going down in the bed of the street.

Col. Eli Lilly again called the board's attention to the fact that the bridge over Pogue's run would probably remain impassable at the time of the encampment, when it was needed, and asked that provision be made for allowing the street-car company to place two tracks over the stone work in time for the encampment. The board seems to take offense at any reference to this slow work which it is permitting the contractor to carry on, and President Conduitt mumbled something about the work being completed by the time the soldiers get here.

Henry Coburn entered a brief with the board, in which he took issue with the city attorney relative to an assessment of his property, on East New York street, for the construction of sewers both on New York and Miami streets. He claims that he is not liable for a double assessment. The brief was forwarded to the law department, which, at the present time, is out of the city.

The city engineer was instructed to rush the work of laying cement walks on College avenue between Fifteenth and Sixteenth streets. Citizens living near Park avenue and Butler street asked for an electric light at the corner. A light is also wanted at Superior and St. Joe streets. Complaint was made against the sprinkling on South Tennessee between Ray and McCarty streets. Papers were ordered for the vacation of an alley north of Prospect street, between Reid and John. Charles Reiman and W. S. Hubbard were ordered to remove obstructions to an alley running between Twenty-first and Twenty-second streets, and west of Mississippi.

Thad S. Rollins wanted the board to sprinkle Broadway, claiming that the dust was unbearable, but the board told him that they did not propose to sprinkle asphalt streets; that they were best unsprinkled. Harry Adams dropped in and secured permission to use stratified limestone on the South Delaware-street improvement. C. A. Kenyon was given the cleaning on the new asphalt on North Illinois street, between St. Clair and Seventh. Mr. Kenyon notified the board that he would be ready to-day to begin laying the crown on the North Delaware-street asphalt, and that it would be completed by the encampment.

Fitchey Talked Both Ways.

Building Inspector Fitchey, in a card in yesterday's Journal, denied that he had told a reporter of this paper that Mr. H. D. Pierce had evaded a question as to whether Mr. Pierce was interested in the profits of the fruit stand at Market and Pennsylvania streets. Mr. Fitchey was correctly reported, and he did make the statement that Mr. Pierce had evaded the question. The statement was made in the presence of two reporters and a city employe. The Board of Safety yesterday gave Mr. Pierce until 7 o'clock in the evening to remove the stand under the penalty of having an affidavit sworn out against him.

HERE'S A STRANGE CASE.

Elwood Armpriester, Teacher and Politician, of Greene County, in Jail for Petty Theft.

Elwood A. Armpriester was brought to this city from Bloomfield, yesterday evening, and is now confined in the county jail awaiting a hearing for petit larceny. He is accused of stealing a coat from William Meyers, a farmer residing in Pike township, while at the latter's house several weeks ago. Armpriester is a teacher in the county schools of Greene county, which position he has held for several years, and was arrested during the session of the county institute which he was attending. He has borne an excellent reputation in the county prior to his arrest. At the time of his arrest he wore a coat which Meyers says is the one stolen from him. Armpriester refused to tell how he came into possession of the coat, though he denied the theft.

The accused was a prominent Democratic candidate for county superintendent in Greene county in June last. In the preliminary examination he confessed to having gone under the assumed name of Frank Mitchell while at work in Marion county last year.

What Do You Take

Medicine for? Because you are sick and want to get well, or because you wish to prevent illness. Then remember that Hood's Sarsaparilla cures all diseases caused by impure blood.

Purely vegetable—Hood's Pills—25c.

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

Empress Josephine Face Bleach.

"Bleach" is in a sense a misnomer. It does not not give a washed-out appearance to the face as the name implies. Instead, it imparts an attractive brilliancy, and positively removes wrinkles. Valuable to women of all ages.

Freckles, Pimples, Tan, Sunburn, Eczema, Acne—all diseases of the skin positively cured or money refunded.

ASK YOUR DRUGGIST FOR IT.

RAILWAY TIME-TABLES.

Indianapolis Union Station.

Pennsylvania Lines.

Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and Washington Streets.

TRAINS RUN AS FOLLOWS:

*Daily. † Daily, except Sunday.

FROM INDIANAPOLIS TO	LEAVE	ARRIVE
Columbus, Ind., and Louisville	*3.55 am	*12.15 am
Philadelphia and New York	*5.00 am	*10.15 pm
Baltimore and Washington	*5.00 am	*10.15 pm
Dayton and Springfield	*5.00 am	†10.15 pm
Martinsville and Vincennes	*8.00 am	*5.15 pm
Richmond and Columbus, O.	†8.00 am	†3.20 pm
Madison and Louisville	†8.05 am	†5.50 pm
Dayton and Columbus	*11.45 am	*7.55 am
Logansport and Chicago	*11.45 am	*1.30 pm
Columbus, Ind., and Louisville	*1.40 pm	*11.35 am
Philadelphia and New York	*3.00 pm	*12.50 pm
Baltimore and Washington	*3.00 pm	*12.50 pm
Dayton and Springfield	*3.00 pm	*12.50 pm
Knightstown and Richmond	†4.00 pm	†9.00 am
Columbus, Ind., and Louisville	*4.00 pm	*10.15 am
Logansport and Chicago	*4.00 pm	*3.40 pm
North Vernon and Madison	†4.00 pm	†10.20 am
Martinsville and Vincennes	†4.40 pm	†10.15 am
Pittsburg and East	*5.30 pm	*11.40 am
Dayton and Xenia	*5.30 pm	*11.40 am
Columbus, Ind., and Louisville	*9.45 pm	*3.50 pm
Logansport and Chicago	*12.30 am	*3.45 am

VANDALIA LINE. SHORTEST ROUTE TO ST. LOUIS AND THE WEST.

From Indianapolis Union Station

Trains leave for St. Louis 7:30 am., 11:50 am., 1:00 pm., 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p. m. train.

Trains arrive from St. Louis 3:30 am., 4:50 am., 2:50 pm., 5:20 pm., 7:45 pm.

Terre Haute and Greencastle accommodation arrives at 10:00 am., and leaves at 4:00 pm.

Sleeping and Parlor Cars are run on through trains. Dining Car on trains 20 and 21.

EDUCATIONAL.

Girls' Classical School,

INDIANAPOLIS, IND.

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