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.

NEW LINE TO CHICAGO

Lake Erie & Western and the Nickel Plate Form an Alliance.

Four All-Rail Routes from Indianapolis to the World's Fair City—Car Inspections.

The statement in the Journal yesterday, that the Lake Erie & Western and the Nickel-plate had established a new all-rail line between Indianapolis and Chicago, proves to have been correct, which gives Indianapolis four lines between this city and Chicago. From one of the officials is learned that the arrangement will be permanent, and through coaches will be run between the points named, and through sleeping cars at night. This means that a $5 rate from Indianapolis to Chicago, or from Chicago to Indianapolis, will never again be the regular rate, as neither the Lake Erie & Western nor the Nickel-plate is a member of any association, and are known as free-lance lines. The old lines are in no measure in fault that the new line has been established. When the world's fair was opened the Lake Erie & Western, in connection with boats from Michigan City to Chicago, established a part rail and a part water route, making the rate $1 less on the ground that, being a part rail and a part water route, it was entitled to a $1 differential, which the old roads begun at once to fight. As the season for withdrawing boats drew near the old lines made a $3.50 rate to Chicago and the Lake Erie & Western then made a $2.50 rate, clinging to its $1 differential, and now goes still further and establishes an all rail line, stating that the arrangement is permanent. This, of course, means demoralized rates between Indianapolis and Chicago, not only during the world's fair, but in the future, as neither the Lake Erie & Western nor the Nickel-plate is answerable to anybody or bound by any association rules. "It seems singular," says a conservative railroad man, "that when Calvin Brice is president of the Lake Erie & Western and Samuel Thomas is president of the Monon, both largely interested in these properties, they should allow the L. E. & W. to cut into the passenger revenue of the Monon, as unquestionably it will, or that the Vanderbilts, who own the Nickel-plate, should allow that rival to enter into an arrangement which will cut into the revenue of the Big Four, as the new line likely will, as the Vanderbilts are interested in the Big Four." By some it is thought the new line will be short lived for the reasons stated.

Work of the Inspection Bureau.

Below is given the gains made through the joint rate inspection bureau of the Trunk Line, Central Traffic and Western Freight Associations (Indianapolis district) for August. For the first time Louisville is included in the statement of J. B. Eckman, district inspector.

Indianapolis—Gains from weighing carload freight, $10,130.07; from platform freight, $1,212.65; from classification changes and rate inspection, $213.31; total, $11,556.03.

Terre Haute—Gains from weighing carload freight, $3,097.73; from platform freight, $281.31; from classification changes and rate inspection, $578.25; total, $3,957.29.

Evansville—Gains from weighing carload freight, $2,326.13; from platform freight, $652.55; from classification changes and rate inspection, $385.91; total, $3,364.59.

Vincennes—Gains from weighing carload freight, $447.60; from platform freight, $105.07; total, $552.67.

Louisville—Gains from weighing carload freight, $2,812.42; from platform freight, $2,007.87; from classification changes and rate inspection, $488.46; total, $5,308.75; grand total for Indianapolis district, $24,739.33.

No More Low Rates.

The Western Passenger Association lines have not yet finished their voting on the proposition of low rates for Chicago day at the world's fair, although it is expected that the matter will be finally settled by to-night. It is about an even thing whether or not the reduction will be granted, and almost a certainty that no more reductions will be granted after the question of Chicago day is settled. The roads now running into Chicago are doing a most satisfactory business at present, and lower rates will not increase the traffic on the same proportion that it will decrease the revenue, and the great majority of the lines are now looking to their world's fair traffic for their profits this year. None of them are disposed to make any more reductions, if it can be avoided, and the chances are largely in favor of the present rates prevailing during the remainder of the fair.

Afraid of Train Robbers.

The Evansville & Terre Haute Railway Company pay car started out from Evansville yesterday giving employes checks, payable at sight, for wages. The Evansville & Indianapolis pay car going out today and the Louisville, Evansville & St. Louis pay car, leaving Monday, will also pay in checks. This method is employed as the officials are afraid to cash out in cars on account of the recent train robberies.

Personal, Local and General Notes.

J. A. Barnard, general manager of the Peoria & Eastern, was so ill yesterday as to confine him to his room.

H. Schrader, agent of the Central States Dispatch at Terre Haute, has resigned, and the office will be abolished Oct. 1.

The Big Four will make some changes in train crews which will nearer equalize the pay of trainmen on the different divisions.

The Evansville & Terre Haute earned in the second week of September $29,445, an increase over the corresponding week of 1892 of $741.

Through E. O. McCormick, passenger traffic manager of the Big Four, M. E. Ingalls, president of the road, complimented the passenger men at Indianapolis over the large business they secured for the Big Four lines the week the G. A. R. gathered at Indianapolis.

Oscar Murray, vice president of the Big Four, passed through the city last evening en route to Cincinnati. He is much gratified over the outlook for business.

Fifty carloads of cattle and ten carloads of hogs were shipped East yesterday from the Indianapolis stockyards. Of the cattle, thirty carloads were for export.

It is stated that the general managers of both the Continental and the Nickel-plate fast-freight lines have under contemplation closing the agencies at Terre Haute.

It is stated that a large force will resume work on the new railroad bridge between Jeffersonville and Louisville next week, and it is now to be pushed to completion.

H. H. Porter, chairman of the executive committee of the Chicago & Eastern Illinois, is quoted as saying that it has been fully determined to build to the Ohio river via Mitchell.

A large force of linemen are at work on the Panhandle system extending the block signal service, the same system used east of Pittsburg and on the Pittsburg, Fort Wayne & Chicago.

E. M. Mering, agent of the Lackawanna line at Terre Haute, has resigned and the office is abolished. Terre Haute and Evansville are put under the supervision of W. D. Wilson, agent at Indianapolis.

Grand Chief Sargent, of the Brotherhood of Locomotive Firemen, passed through the city yesterday, en route to Cincinnati to adjust some grievance the Queen & Crescent men think they have.

Some of the competitors of the Big Four are using the threatened strike as a reason that the shipper should forward his business over the line of the competitor. Those who know of the matter look upon it as small business.

The Pennsylvania and the Baltimore & Ohio roads are boycotting the Toledo, St. Louis & Kansas City on account of gross irregularties on the part of the T., St. L. & K. C. To discourage shippers the Pennsylvania and the B. & O. are charging local rates to points where their lines cross this road.

The Fort Wayne division of the Brotherhood of Locomotive Engineers, which is one of the most prosperous in the country, has taken charge of the children of the late engineer Lamar, and propose to see that they are properly educated and cared for until they reach manhood and womanhood.

M. D. Woodford, president of the Cincinnati, Hamilton & Dayton, has returned from the East, and, with General Manager Green, is planning for the future of the C., H. & D. It is unfortunate that the Indianapolis, Decatur & Western deal is delayed if the C., H. & D. is to ultimately control the property.

The business of the Pennsylvania lines between Cincinnati and Chicago has increased of late very satisfactorily. Through Southern connections it is getting a good deal of the world's fair travel. The Queen & Crescent on Thursday turned over nine coach loads of people en route to the world's fair via Cincinnati.

John McKenna, master mechanic of the Indianapolis, Decatur & Western, attended the funeral of engineer Boynton at Peru. He says there was a large representation of railroad men at the funeral. Mr. McKenna was master mechanic of the L., P. & C. road for nineteen years, and speaks very highly of the deceased engineer.

The Iron Mountain railway has reported that there are hundreds of counterfeit tickets for travel over its line from Memphis to Little Rock in the hands of brokers. A circular to conductors ordering them to refuse the bogus tickets has been issued, and a new form and color of ticket supplied. The loss to the company will reach many thousands of dollars.

The Richmond & Danville fast mail, from New York and Washington, beginning Sunday, Sept. 24, will be extended and operated between New York, Washington and New Orleans, instead of between New York and Montgomery, as at present, thus expediting the United States mails between the great commercial centers of the Northeast and those of the South and Southwest.

Several business men of Decatur, Ill., have given the Cincinnati, Hamilton & Dayton management to understand that as soon as they take control of the Indianapolis, Decatur & Western, and will guarantee good time and fair rates, they will build a large elevator at that point. The Wabash has an elevator at that point, and it does a large business. Parties at Tuscola, Ill., have made a similar proposition.

Commissioner Goddard, to whom was referred the question of allowing the Pennsylvania to make a low rate from New York on world's fair business, has decided to allow the Pennsylvania an $18 round-trip rate on excursions Sept. 28, Oct. 2 and 6. This applies only to day coaches. The Pennsylvania asked for a low rate on the ground that it had idle coaches from the stoppage of seaside business, and had an opportunity to increase its world's fair business by offering lower rates.

The party of French engineers who have been visiting some of the larger cities and the world's fair passed through the city yesterday morning, en route from St. Louis to New York, over the Vandalia and Pennsylvania lines. They will visit Pittsburg, Altoona, Washington, Baltimore and Philadelphia. There are thirty-nine in the party, and they were accompanied as far as Pittsburg by F. G. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines. The party travels in five elegant Pullman cars, equipped with electric lights and the modern improvements the Pullman and the Pennsylvania companies have introduced, the train being one of the most perfectly equipped which has passed through here.

Engine 120, on the Louisville division of the Pennsylvania lines, on Tuesday afternoon beat all former records of speed on that road, hauling seven cars from Indianapolis to the north tower, Louisville, making seven stops, in one hour and fifty-nine minutes. It is now claimed that this engine will run faster than the New York Central's famous 999. As it is often stated that as high speed was made thirty years ago with trains as at the present time, this is by no means true. During the war a run from Indianapolis to Jeffersonville was made which was considered phenomenal and commented on all over the country. A train consisting of an engine and two coaches was ordered to make a special run, carrying Governor Morton and a few friends South to confer as regards some trouble which had unexpectedly arisen. This train stopped but twice for water, but was two hours and fifty minutes making the run.

GENERAL WEATHER BULLETIN.

Forecast for To-Day.

WASHINGTON, Sept. 22.—For Indiana and Illinois—Light showers; cooler, except stationary temperature in northern Illinois; variable winds.

Local Weather Report.

INDIANAPOLIS, Sept. 22.

Time.	Bar.	Ther.	R. H.	Wind.	Weather.	Prec.
7 A. M.	29.92	73	71	S'west.	Cloudy.	0.00
7 P. M.	.....	.....	.....	.....	.....	.....

Maximum temperature, 71; minimum temperature, 71. The following is a comparative statement of the temperature and precipitation for Sept. 22, 1893:

	Tem.	Pre.
Normal	63	0.10
Mean	76	0.05
Departure from normal	*13	—0.05
Excess or deficiency since Sept. 1	*158	—0.20
Excess or deficiency since Jan. 1	—101	—4.12

*Plus. C. F. R. WAPPENHANS,
Local Forecast Official, United States Weather Bureau.

Merely a Temporary Shutdown.

ST. LOUIS, Sept. 22.—During the recent financial flurry a number of factories in this city either suspended operations or shortened their working time, among the latter being the Hamilton-Brown Shoe Company. A misconstruction of the statement regarding this firm has gained currency, to the effect that their shutdown was of a more serious character. This is not true. The firm resumed full time some weeks ago, and is running a full force, with nothing now to indicate that even a temporary shutdown occurred.

A little turpentine dissolved in warm water is the best thing to wash window glass, mirrors or glass globes. A little alcohol will also do wonders in brightening glass. Turpentine is excellent for washing sinks which have become dull and dirty.

Around the earth, in every land,
By every stream that I'm aware of,
In every town, they understand
How teeth may best be taken care of.
From Jersey flats to Birnah's mount
They sing the praise of Sozodont.

TO THE HIGHER COURT

Comes the Trouble Over the Scheme to Oust Judge Friedley.

A Partisan Outrage—John H. Stewart's Big Estate—Miscellaneous Court Matters.

An appeal was made yesterday to the Supreme Court to test the constitutionality of the McGregor judicial apportionment act of the last Legislature, by which it was sought to legislate Judge Friedley out of office for the benefit of the saloon keepers of Madison. The case comes from the decision of Judge Friedley himself, of the Jefferson Circuit Court. There are in reality two cases, one of which has relation to the Fifth district, which the legislative act seeks to abolish, composed of Jefferson county, and the new Fourth district, composed of Clark and Jefferson counties. The McGregor bill was originated and passed for the express purpose of throwing Judge W. T. Friedley out of office. It was, in fact, boldly stated by members of the Democratic party in that district that they had tried for a long time to get rid of Judge Friedley. All former efforts have been unsuccessful, but they now believe that, with the help of the outrageous McGregor bill, they can throw Judge Friedley out.

In the present suit Judge Gibson and Prosecutor Howard, of the Clark county district, demanded the records of the old circuit, which Judge Friedley and Prosecutor Bear, of the Fifth, refused to hand over. Both officials have two years yet to serve, and they insist that the Legislature is prohibited by the Constitution from abolishing their offices before the expiration of their terms. The attorneys are M. Z. Stannard, of Jeffersonville, for the appellants, and Judge C. E. Walker, of Madison, for the appellee. There was a motion before the Supreme Court yesterday to have the cases consolidated into one, but it was not passed upon.

JOHN H. STEWART'S WILL.

How His Large Estate, Amounting to About $200,000, Is Divided.

Late yesterday evening the will of John H. Stewart was filed for probate. It is a lengthy document, containing eleven items, devising about $200,000 worth of property, and was executed July 8, 1892, and is signed by John F. and Oliver H. Carson as witnesses. After providing for the payment of his debts the testator disposes of his property as follows: To his widow, Mary A. Stewart, all the household goods in the family residence, together with the residence at No. 735 North Meridian street, together with the horse and surrey and all stocks owned by him at the time of his decease. The testator also leaves to his wife the real estate at No. 67 West Seventh street, and all real estate in Malott Park addition owned by him at the time of his death. To his widow and daughter Katherine Stewart, as tenants in common, he bequeaths the real estate on South Illinois street which was purchased from Samuel T. Gillette in 1872, and also Lots 4 and 5 in Stewart's addition. To his daughter Katherine singly he bequeaths the real estate at No. 69 West Seventh street and Lots 196 and 197 in Good's addition to Irvington. To his daughter, Mary Goodrich, in addition to advancements heretofore made, he gives the property at No. 7 Ruckle street, the property at Nos. 167 and 169 Minerva street, that at No. 71 West Seventh street and his property on North Mississippi street. In addition to the real estate named, he leaves her notes and cash to the amount of $7,792.87, and vests in the executrix the power to designate the notes to be set apart for this bequest. There is a provision in the bequest that the devisee shall only have power to convey the real estate upon the receipt of its full value in return. In case of the death of the devisee before the testator or her death without issue, the property given to her is to be divided by the executrix between his daughters, Katherine Stewart and Eliza Benjamin, and the division of the executrix shall be final and conclusive. To his daughter, Eliza Benjamin, in addition to advancements, he bequeaths real estate in North Dakota, the property at No. 5 Ruckle street, and a portion of the property at No. 73 West Seventh street, and other real estate specifically described by metes and bounds. In addition to the real estate, he leaves her in notes and cash $6,692.87. To his son, John W. Stewart, he gives $5,092.87 in cash and notes, the executrix being given power to set aside the notes to be given. He also leaves this son the property at the southeast corner of Ohio and New Jersey streets, and at 191 Virginia avenue, without right to mortgage or dispose of it for five years from the date of the testator's decease. To his granddaughter, Annie Sawyer, $500 in cash and $500 to her sister, Lucy Sawyer. After the payment of these amounts he bequeaths to his daughter Katherine G. and his widow, Mary A. Stewart, all his personal property in equal shares. The provisions for his widow are in lieu of the statutory provisions for widows.

The testator provides that his insurance in the Chosen Friends and Board of Trade are to be considered a part of his estate, but all other insurance is to be considered a gift to the beneficiaries named in the policies. His wife is named as executrix, and he directs that her bond shall not be to exceed $5,000. In the event of her death William W. Winslow is to be executor. Judge Brown fixed the bond to be given at $25,000.

AMONG THE CRIMINALS.

Work of the Grand Jury Completed—Pleas Made in Court.

The grand jury made its final report yesterday and was discharged. The report of its work was as follows: Number of witnesses examined, 289; number of indictments returned, sixty-two; number of cases continued, 8; number of cases dismissed, —.

Of the sixty-two indictments returned but fifteen have been made public, and it is reported that a number of those withheld are against the participants and spectators at the various prize fights that have recently taken place in and near the city.

The grand jury has indicted Bud Hudson and William Green for perjury, committed in the Police Court. They were arrested for assault and battery upon each other, in Wade Hill's saloon, on Sept. 7. When they were arraigned in the Police Court they testified that they were not fighting. James M. Ragsdale was indicted for the theft of a bicycle from Clyde M. Freeman on Aug. 25. The wheel was valued at $125. George Graham and Abe and John McPeak were indicted for grand larceny. They are charged with the theft of $113 from Emma McGinty. They are thought to be the three men who robbed Mrs. McGinty while assisting her to board a car at the corner of Pennsylvania and Market streets.

Eugene Cullity, Jesse Maddrell and Joseph Scherer were indicted for the theft of books and papers of the value of $30 from the Union News Company. Frank Fulford was indicted for forging the name of D. F. Creamer, trainmaster of the Big Four, to an order for a meal ticket of the value of $3, addressed to H. J. Burris. Thomas Watson was indicted for the theft of a bicycle, valued at $130, from Walter O. Ronse, on Aug. 1.

Other indictments have been returned by the grand jury as follows: Austin Smock, grand larceny; Clarence McFarland, petit larceny; Thomas Watson, grand larceny; Mamie Eschweiler, petit larceny; George Hightower, grand larceny; Rube Munson, petit larceny; George Hightower, petit larceny; James M. Ragsdale, grand larceny; Ed Moran, sodomy; Eli Blanks, petit larceny; George W. French, petit larceny.

The following are the arraignments and pleas in the Criminal Court: Thomas Watson, grand larceny, not guilty; Eugene Cullity, Jesse Maddrell, Joseph Scherer, grand larceny, not guilty; Clarence McFarland, petit larceny, not guilty; Bud Hudson and William Green, perjury, not guilty; James M. Ragsdale, grand larceny, not guilty; Rube Munson, petit larceny, guilty; Austin Smock, grand larceny, guilty; George Hightower, grand larceny, not guilty; George Hightower, petit larceny, not guilty; Eli Blanks, petit larceny, not guilty; Ed Moran, sodomy, not guilty; John Graham, Abe McPeak and John McPeak, grand larceny, not guilty; Frank Fulford, forgery, not guilty.

ARTHUR HUTCHINS DECLARED INSANE.

He Was the Young Man Who Figured in the McDonald Will Case.

In the Circuit Court, yesterday, a jury declared Arthur Hutchins a person of unsound mind. Hutchins attained considerable notoriety during the trial of the McDonald will case. He is the stenographer who, it was intimated, had abstracted the genuine will from the safe of the deceased Senator. His father was appointed guardian of his person and estate.

Suit on Contract.

Thomas M. Sommerville, formerly a conductor on a branch of the Big Four, operated between Fairland and Martinsville, has sued the company for $1,500 alleged to be due him upon a contract with the company. Sommerville alleges that on Aug. 8, 1888, he was injured in a wreck at Morgantown, and in a settlement of his claim for damages the company agreed to furnish him employment for life at the same salary he was receiving at the time of the accident. By the terms of the agreement he was to be furnished such employment as his condition would permit. He alleges that until the last of the year 1892 he continued in his old position, but at that time he was compelled to give up the position, and asked that he be given lighter work. The company, he alleges, has refused to furnish the employment according to its contract, and the plaintiff asks $1,500 damages for the failure to supply the work.

Suits Against Hildebrand & Fugate.

Late yesterday afternoon two suits were filed against Hildebrand & Fugate. The McCormick Harvesting Machine Company filed suit on a note for $241.03, dated Aug. 26 and payable Sept. 15, and also on account for merchandise sold to the amount of $483.47. The Van Camp Hardware Company also filed suit on account against the firm, asking judgment in the sum of $514.60.

The Court Record.

SUPREME COURT OPINIONS.

16351. David Allen et al. vs. William C. Winstandly. Pike C. C. Reversed. Hackney, J.—Where a complaint seeks to enjoin the sale by the sheriff of personal property of the plaintiff on an execution against a third party, alleging no facts, excusing a resort to an equitable remedy or not showing that replevin was not a plain and efficient remedy, it is bad.

16270. George C. Richwine vs. Presbyterian Church, Marion C. C. Affirmed. Howard, J.—While the court in this case had undoubted power to render a decree for possession of the real estate, queiting title and damages, it also had power in the same decree to enjoin the commission or continuance of injury to the same. 2. In such case a new trial is not allowable as of right. 3. When no surveyor's record of lines of a lot are kept the testimony of those who remembered where the lines and corners of the lot were originally established and where they have since been maintained must control. Lines determined and recognized for forty years cannot now be called in question.

16067. C. & I. C. Railway Company vs. Joseph R. Hall. Tippecanoe C. C. Affirmed. Daily, J.—Where a railroad company applied to a land owner before the road was constructed to pay him for the right of way, and was informed by him that he could not tell the extent of the damage until the road was constructed, and thereupon it was agreed that the company might construct its road across his land, and when completed it would pay the damage occasioned. Held, that by the agreement the parties dispensed with the writ ad quod damnum, and the succeeding corporation, when it took possession of the land, affirmed the agreement and made itself in equity liable to pay the damages.

17021. Ethan A. Williams vs. Harvey A. Frybarger. Madison C. C. Transferred to Appellate Court.

APPELLATE COURT OPINIONS.

827. James Howe vs. Provident Fund Society. Bartholomew C. C. Reversed. Reinhard, J.—A stipulation in an accident insurance application that the person writing the application for insurance is the agent of the insured is not conclusive of the fact that such agency existed. 2. Under a clause in the application as follows: "And I agree that the benefits to which I shall be entitled shall be governed and paid in the same ratio that my weekly income bears to the amount of weekly indemnity insured for." Held, it was a part of the contract of insurance and limits the amount of recovery to the actual loss of service.

848. John L. Taylor vs. James F. Brice. Wells C. C. Reversed. Ross, J.—Where no notice of forfeiture was necessary in a lease no demand for rent was necessary, it being incumbent on the lessee to pay the rent at a specified time, and a failure worked a forfeiture without notice.

930. Hal P. Hughes vs. Anna Nolte. Jackson C. C. Affirmed. Davis, J.—In an action for damages for a breach of marriage contract the testimony of the plaintiff's mother as to declarations by plaintiff and manifestations of grief and distress by her to witness and those present were admissible. 2. The verdict for $2,500 was not excessive.

912. L. E. & W. R. R. Co. vs. Rebecca A. Lowder. Howard C. C. Rehearing denied.—Where a railroad company negligently and carelessly runs a heavy freight train, consisting in part of several cars of oil, over defective and unsafe track, through a city in the night, at a high rate of speed (thirty-five miles an hour), in violation of an ordinance, it is liable for a loss sustained by burning of property of an adjacent owner occasioned through the wrecking of the train and the consequent flowing and burning of oil.

SUPERIOR COURT.

Room 1—James M. Winters, Judge.

Wm. H. Ulford vs. John C. Riley et al.; note. Judgment for plaintiff for $9.0.15.

John T. Huntington vs. Clement T. McMillin; note. Judgment for plaintiff for $106.46.

Amos Marshall vs. John Moore et al.; mechanic's lien. Judgment for plaintiff for $86.06.

Sarah Nolan vs. Snowden Nolan; divorce. Decree granted plaintiff.

Room 2—J. W. Harper, Judge.

Ferd Dirks vs. Amelia Windhorst et al.; foreclosure of mortgage; trial by court. Judgment against defendants for $1,283.60 and costs.

Robert Thomas, appellant, vs. Wm. H. Pool; appeal from A. B. Fiebleman, justice of the peace. Dismissed at plaintiff's cost.

Conrad Jennings vs. Isaac G. Clark; replevin. Dismissed by plaintiff at plaintiff's cost.

W. Chas. Compton vs. Lydia A. Harper et al.; mechanic's lien. Trial by court, and cause taken under advisement.

Room 3—Pliny W. Bartholomew, Judge.

Jos. M. Patterson vs. Julia E. Patterson; divorce. Granted on abandonment.

Jno. H. McCarty vs. Capital City Fence Company; receiver. Judgment against Jno. W. Mitchell for $448.75. Continued as to Capital City Fence Company.

Jno. Rosenberg vs. Henry Mager; appeal from Smock, J. P. Finding for defendant.

George Walker vs. Edward Harris. Edward Harris vs. George Walker. Evidence heard and taken under advisement.

Jno. Finchout vs. Minnie Wands et al.; mechanic's lien. On trial by court.

New Suits Filed.

Thomas M. Somerville vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Company; on contract. Room 1.

Walter H. Hotchkiss vs. Julia A. Hotchkiss; divorce. Room 2.

Clara M. Daun vs. John P. Daun; divorce. Room 3.

Henry Coburn vs. Bauregard D. Whilden et al.; mechanic's lien. Room 3.

CIRCUIT COURT.

Edgar A. Brown, Judge.

Beverly Porter vs. Minerva C. Routh et al.; street improvement lien. Dismissed by plaintiff.

Arthur G. Moody vs. C. E. Willner; for possession of personal property. Trial by jury. Verdict for plaintiff.

Rufus M. Barnes on motion of Schuyler Haas was admitted to the bar.

Arthur Hutchins was declared a person of unsound mind by a jury.

Arthur G. Moody vs. A. M. Gaynor; replevin. Dismissed at costs of defendant.

New Suit Filed.

Sullivan M. Hilligoss vs. William A Rhodes; on contract.

CRIMINAL COURT.

Millard F. Cox, Judge.

State vs. William Sweeney; petit larceny. Trail by court. Under advisement.

State vs. Robert Munson; petit larceny. Trial by court. Guilty. Fined $1 and imprisonment in the workhouse thirty days.

State vs. Austin Smock; grand larceny. Trial by court. Guilty. Fined $50 and imprisonment in the workhouse six months.

DOCTORS ASTONISHED.

Something They Cannot Understand or Explain.

It Makes Even the Medical Fraternity Open Its Eyes.

If This Is Not a Wonder Worker What Is It?

Doctors are surprised at any cure of paralysis, but there is one form of paralysis which has been pronounced absolutely incurable—locomotor ataxia. This is indeed the most serious and dreaded of all nervous difficulties.

Having so long pronounced this disease incurable, the astonishment, not to say amazement, of the doctors can be imagined when they learned from Mr. John H. Golding, who resides at 166 Christopher street, New York city, the following wonderful facts:

"I was taken, six months ago, with locomotor ataxia, or creeping paralysis. The numbness of limbs and dizziness rapidly increased until I could not walk nor stand without assistance; could not button my clothes or dress myself without help.

"On the sixth day of October I commenced taking Dr. Greene's Nervura blood and nerve remedy, and have taken four bottles, and can now walk without a cane, and am rapidly gaining every day.

"The numbness has almost completely left my limbs, and I feel first rate. I eat and sleep well, and I can recommend Dr. Greene's Nervura blood and nerve remedy, since I know that it has saved my life.

"I was refused admittance into St. John's Hospital because they said my case was incurable.

"But Dr. Greene's Nervura blood and nerve remedy has done its work well. It is the wonder of my friends that I am alive to-day, and when I tell them that this medicine cured me when the doctors had pronounced my case incurable, they say it was a miracle.

MR. JOHN H. GOLDING.

"I was two months under doctors' hands and getting worse. I was discouraged when I began to try Dr. Greene's Nervura blood and nerve remedy. But to-day I am well. A week ago I walked eight miles and felt no bad results.

"I am now feeling like a new man; my nerves are strong and I feel happy. I hope that this will be received by all suffering from disease."

It does really seem that there is no disease which baffles this marvelous remedy, Dr. Greene's Nervura blood and nerve remedy. It certainly seems to cure almost everything, and if it will cure a terrible disease like the above, heretofore pronounced absolutely incurable by doctors, how much more certainly and surely will it cure all the ordinary complaints of life. If you are sick you are not wise if you do not give this health restorer a trial. It is truly the greatest curer of disease in existence. Druggists keep it for $1, and it is purely vegetable and perfectly harmless.

Physicians have been everywhere surprised at its wonderful powers to cure disease, and they unhesitatingly recommend sufferers from ill health to use it, because it is the discovery and prescription of a well-known physician, Dr. Greene, of 35 W. Fourteenth street, New York, the successful specialist in nervous and chronic diseases, who can be consulted free of charge, personally or by letter.

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.

DEPART 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

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