RATE WAR PROBABLE

Competitors of the Big Four Railway May Retaliate.

The Latter Charged with Slashing St. Louis Grain Rates—Local Freight Traffic Increasing.

East-bound freight rates from St. Louis are on the verge of demoralization. Lines competing with the Big Four charge that the latter is putting grain into Liverpool for less than 27 cents from the Mississippi. General Freight Agent Hibbard, of the Vandalia, had a conference with Pennsylvania line people last Friday at Columbus, O., concerning retaliation, and arrangements are said to have been made for an early announcement of competitive rates unless the Trunk Line Association puts a stopper on the Big Four. Among other charges said to be current among Big Four competitors is that two heavy dealers from Baltimore and one from St. Louis are in the Western grain belt paying high prices for corn for export. This grain is rushed through St. Louis to the seaboard by Big Four lines at cut rates. All the lines—the Rock Island, the Union Pacific, the Missouri Pacific and the Santa Fe—get a share of this. The Rock Island carries the grain into Illinois, where the Kankakee Dispatch takes it. They are rushing things while the opportunity lasts, as the restoration of peace on Eastern lines at war and the possible action of the Pennsylvania will stop this cutting.

Freight Traffic Increasing.

The train records show that 740 more loaded cars were handled at this point in the week ending Oct. 7 than in the week ending Sept. 30, but comparisons with last year are still unfavorable. The Peoria & Eastern and the Lake Erie & Western are the only lines which did not share in the increase of last week. A study of the situation shows that in east-bound business there was no improvement, in fact less grain was shipped than in the week ending Sept. 30, and the shipments of live stock were not as heavy, while in west-bound business some increase was shown, but wholly in the higher class freights, the through lines not yet feeling the effects of the starting up of some of the iron interests in Pennsylvania and Ohio. Last year at this time iron structural work for county bridges, buildings and railway supplies created a heavy tonnage; this year but little is moving of this class of freights. So far as anthracite coal is concerned for Indianapolis lines it cuts but little figure. Coming to local business, with some roads an increase was shown last week. About the Panhandle, the C., H. & D. and the Big Four depots more activity was noticeable, but the volume of business has by no means reached a point where increasing the number of platform men and working over time is the order of things, as had been the case in the corresponding months for many years past. There is a feeling among freight men that business from this on will improve, but all have gotten well over believing it will reach, in the next ten months, the volume of years past. The large quantity of cereals now in store and the corn crop are the basis of this belief on the part of the freight men, they being confident that it will move, even at present prices, within the next few months. The shipments of live stock to this city will now begin to increase. Thus far the local packing houses have been obliged to depend largely on hogs and cattle shipped here from quite a distance, but the business from now on is likely to take on a more local character. Below is given the number of cars received and forwarded at this point for the week ending Oct. 7, as compared with the corresponding week of the two preceding years:

Name of Road.	Loaded cars, 1893.	Loaded cars, 1891.	Loaded cars, 1892.
L., N. A. & C., Air-line	357	437	371
I., D. & W.	328	432	365
C., H. & D. (Indi'p'l's div.)	668	813	754
L. E. & W.	430	799	644
Penn'a lines: I. & V.	582	596	721
Penn'a lines: J., M. & I.	792	1,150	1,036
Penn'a lines: Chic'go div.	614	853	653
Penn'a lines: Col'bus div.	1,504	1,763	1,482
Peoria & Eastern: East div.	941	1,082	1,184
Peoria & Eastern: West div.	1,031	1,402	1,112
Big Four lines: Chicago div.	1,540	1,653	1,547
Big Four lines: Cincin'ti div.	1,765	2,313	2,276
Big Four lines: St. Louis div.	1,571	1,938	1,732
Big Four lines: Clev'l'nd div.	1,758	2,212	1,677
Vandalia	1,738	2,139	2,038
Totals	15,669	19,481	17,592
Empty cars	4,703	4,662	4,381
Total movement	20,372	24,143	21,973

Personal, Local and General Notes.

A consolidation of the Cincinnati, Jackson & Mackinaw and the Cincinnati, Lebanon & Northern is again being agitated.

The official statement shows that the freight revenue of the Big Four in September was 25½ per cent. below that of September, 1892.

Moses Boyd last Thursday completed his fiftieth year as a pasenger conductor on the Boston & Providence, and is still in the harness.

The Big Four Railroad Company is seeking by injunction to restrain the city of Rushville from extending certain streets across its tracks.

On account of the world's fair the Vandalia will keep on its St. Joseph express trains until Nov. 1. Last year these trains were taken off Oct. 1.

J. Q. Van Winkle, general superintendent of the Big Four, accompanied by his wife, has gone to Chicago to spend three or four days at the fair.

General Manager Odell, of the Baltimore & Ohio, accompanied by his family, is spending ten days in Chicago mingling business with visiting the world's fair.

President Roberts, of the Pennsylvania lines, the board of directors and a number of the officials will this morning start on an inspection of the lines west of Pittsburg.

Aldace F. Walker, of the joint committee of the Central Traffic and Trunk-line associations, has resigned, the resignation to take effect Dec. 1. He will resume the practice of law.

L. W. Bonewitz, cashier of the Big Four in the freight office at Benton Harbor, has been appointed agent of the company at North Manchester, vice J. M. Ober, transferred to Goshen.

William Garstang, superintendent of motive power of the Big Four lines, states that on every division of the road its passenger trains will be heated by steam from the locomotive the coming winter.

Miss Hattie Beasley has been appointed agent of the Vandalia at Vineland. The Terre Haute Gazette says this is the fourth lady agent on the system, and but for the loss by marriage there would now be more.

Charles Spannagle, of the Big Four train dispatcher's office at Wabash, has been appointed chief train dispatcher of the Whitewater road, and W. C. Cunningham, of Greensburg, succeeds Mr. Spannagle at Wabash.

The new freight depots of the Big Four are so convenient to do business in that Agent Sullivan says he can do as much work with twenty-six fewer men as he could with them at the old depots as they were arranged.

The winter time-tables will go into effect Nov. 5, when it is understood that the Big Four will again put on Train 12, between St. Louis, New York and Boston, which left Indianapolis at 4 a. m. for thirty-five years or more.

President Mayer, of the Baltimore & Ohio, on his return from the world's fair last week, stopped off one train to look over the new Big Four freight depots at this point, and he said, without hesitation, they were the best arranged and most complete depots he had ever seen, and he thought that hereafter the plan of the Big Four here would be adopted at other prominent railroad centers wherever new depots are to be built. The system of tracks in connection with the depots also met with his marked approval.

The Shaw four-cylinder locomotive, which was exhibited on several Western roads, is not the success expected, and has been taken to the Baldwin shops to have some changes made, which it is believed may improve its working.

The vote of the Cairo division accepting the recent reduction was quite a surprise to the officers of the Big Four. It was expected they would vote very largely against it, but, on the contrary, the vote was more than two-thirds the other way.

Mention was made, some weeks ago, that the Pennsylvania Company was experimenting with oil as fuel for some of its fast locomotives. The test has not been satisfactory, and the engines are being again converted into coal burners.

The Chesapeake & Ohio earned in September $851,473, a decrease, as compared with the corresponding month of 1892, of $89,331. Since Jan. 1 it has earned $7,545,691, an increase this year over the corresponding nine months of 1892 of $159,411.

At the Fort Wayne shops of the Pennsylvania Company last week another of the fast Class "X" engines was turned out and sent to the Pennsylvania road, eastern division, for service. These engines are making a great record for the Fort Wayne shops, as well as for the type of engine.

At the world's fair, on Railroad Trainmen's day, Oct. 13, Mr. Finlayson, the oldest conductor, and Mr. Davidson, the oldest locomotive engineer in the country, will be on the platform. The latter will, on that day, run the original locomotive "John Bull," which the Pennsylvania has on exhibition there.

Superintendent Sutton returned from Chicago to his headquarters at Mount Carmel on Friday night, and was met at the depot by about one hundred of his employes, and a general good time was had. Speeches were made, and he was received with a warm welcome. Everybody is well pleased with the new superintendent, and he is making a good record.

The suit of the Logansport Manufacturing Company against he Wabash company for $75,000 has been taken to Howard county on a change of venue. Only a few minutes before the plant was burned a Wabash eastbound passenger train passed, and it is alleged that sparks from the locomotive of that train set the building of the manufacturing company on fire.

On Friday the Columbian express over the Pitsburg, Fort Wayne & Chicago passed Fort Wayne in nine sections, running fifteen minutes apart, and Trains 1, 7 and 9 were on that day run in two sections. The road delivered more passengers in Chicago during the twelve hours ending at 6 p. m. Friday than on any other day since the world's exposition opened.

George Prescott, superintendent of motive power of the Vandalia, is getting the rolling stock in excellent condition for the winter, and looks for increase in freight and passenger traffics, as, no doubt, after the world's fair is over, passenger traffic with the east-and-west lines will increase. Mr. Prescott expects to have every passenger train on the Vandalia system heated by steam from the locomotive. During the past summer, while there has been less filling of trestles, hollows and cutting down of grades, a full complement of section men has been employed, and the roadbed was never before in as good condition, and never in the history of the Vandalia has its trains been moved with so much regularity and with so few accidents.

The light freight traffic on the Big Four, the Monon, the Cincinnati, Hamilton & Dayton and the Panhandle lines in one respect is fortunate, as the immense passenger business the roads named have handled would have made tedious work of moving freight, had business been as heavy as usual. An apt illustration occurred last week. A stock train was started from Kankakee, on the Big Four, for Cincinnati. In running between these points it was passed by sixteen passenger trains, for all of which it was side-tracked, and by actual report of train sheets that train, between Kankakee and Cincinnati, laid on side tracks waiting for passenger trains to pass eight hours. Of course, all freight trains were side-tracked for the stock train, consequently there was no delay on that score.

THE COURT RECORD.

Circuit Court.

Edgar A. Brown, Judge.

George O. Tucker vs. C., C., C. & St. L. Railway Company; appeal from Daniels, J. P. Dismissed by agreement at cost of defendant.

Jefferson M. Ford vs. D. E. Stone Furniture Company; appeal from Walpole, J P. Dismissed by appellant.

Erastus Brunson vs. Madison Brunson et al.; partition. Dismissed by plaintiff.

Reading Hardware Company vs. Jacob S. Hildebrand et al account. Judgment against defendants for $839.29.

Henry W. Bullock vs. Morris Kaufman et al.; appeal from Johnson, J. P. Cause dismissed by plaintiff.

Scott Smith vs. Sarah Smith; divorce. Decree granted plaintiff.

Board of Children's Guardians vs. Joshua Harris; for custody of Lulu Harris. Given to the board.

Board of Children's Guardians vs. Samuel O. Haver; for custody of Charles, Jacob, Robert and May O'Haver. Given to the board.

Board of Children's Guardians vs. Samuel Wildner; for custody of Ethel, Gertrude and Grace Wildner. Found for defendant.

NEW SUITS FILED.

Thomas P. Mills et al. vs. William J. Smith et al.; notes. Superior Court, Room 1.

Helen M. Rouse, Administratrix, vs. Darius Purman; note. Superior Court, Room 3.

James Slaughter et al. vs. Allen F. Smith et al.; mechanic's lien. Superior Court, Room 3.

William Herod vs. John B. Caldwell et al.; note. Superior Court, Room 2.

Charles M. Smith vs. Marie G. Cooper et al.; mechanic's lien. Superior Court, Room 3.

Charles M. Cooper et al vs. Marie G. Cooper et al. Superior Court, Room 1.

Elwood James vs. Marie G. Cooper et al.; mechanic's lien. Superior Court, Room 2.

Laura Hibbets vs. Frank C. Hibbets; divorce. Superior Court, Room 2.

Bank of Commerce vs. G. C. Schmidt et al.; note. Superior Court, Room 1.

John T. Dickson et al. vs. Charles E. Carter et al; possession. Superior Court, Room 1.

Georgiana Carter vs. Lewis W. Holloway; damages. Demand, $10,000. Superior Court, Room 3.

CAN THESE THINGS BE?

Are Women Inconsiderate as Traveling Companions?

New York World.

In England and on the continent there are on all trains coaches labeled "ladies only," in addition to the ordinary and smokers' carriages. As a usual thing these compartments, intended for the use of timid women traveling alone are carefully avoided, and on the continent it is not unusual to see women crowding into the smoking carriages, while the "ladies only" are almost empty. A woman who travels a good deal tells why she thinks this is so. Her reasons contain an interesting reflection on feminine human nature.

"When I travel," she said, "I like to be as comfortable as possible, and that cannot be where only women are. All women are selfish, but they seldom show it before men, more especially if the men are strangers; with their own sex, however, they have no such compunction. If one wants to put a few umbrellas or a hat-box on the rack, it is generally so full already that it is no easy matter to do so. No hand is stretched forth to make the necessary room. If a corner seat is wanted, a woman is not likely to give up her place to another woman, whereas in a compartment where the sexes are mixed there is sure to be some gentleman who will move his things to accommodate a lady, and even give up his seat to her if she requires such a sacrifice. Then there is the window of the dames seules compartment; if you happen to want it down a little, the other occupants will want it up, and vice versa, but in another carriage, in nine cases out of ten, if you are a woman, you can generally manage to have your own way about the window. I couldn't travel in a 'ladies only' carriage on any account. Indeed I would sooner get into a smoking carriage."

Novel Suffrage Experiment.

Atlanta Constitution.

After sixty years of restricted suffrage, Belgium, under her new constitution, is about to try a startling experiment. The new law gives a vote to every male citizen who has reached the age of twenty-five. A married man who pays taxes, or a tax-paying bachelor of thirty-five, is entitled to an extra vote. A third vote is given to a citizen of independent means, possessing a certificate of high education, or who holds or has held a public office of a certain rank. It is believed that every husband will place his extra vote at the disposal of his wife, thus indirectly giving her the elective franchise. Under the new constitution the number of votes in Belgium will leap from 150,000 to 1,200,000.

A well-equipped Belgian will now be able to cast a vote on election day just after breakfast, and if he feels greatly interested in the campaign he can stick in another vote at dinnertime, and still another on his way home to supper. When the voter feels muddled over a big question he can go to the polls like a man and put in two votes—one on each side of the burning issue. He can pair off with himself, nullify his first indiscreet vote, and make sure of being in the right by standing squarely on two platforms.

THE BEST

S.S.S. Is the best Blood Medicine, because it assists nature to throw off the impurities of the blood, and at the same time tones up the entire organism. This is just contrary to the effect of the various potash, mercury, sarsaparilla mixtures, which bottle up the impurities in the system, thus producing much sickness and suffering. Therefore, for a

BLOOD MEDICINE

you cannot do better than take S. S. S.

"As a physician, I have prescribed and used S. S. S. in my practice as a tonic, and for blood troubles, and have been very successful. I never used a remedy which gave such general satisfaction to myself and patients.

"L. B. RITCHY, M. D., Mackey, Ind."

Treatise on blood and skin diseases mailed free. SWIFT SPECIFIC CO., Atlanta, Ga.

IS BRIGHTENING SOME

Local Industrial Situation Better Than a Month Ago.

What the Various Factories Are Now Doing—A Sugar Famine—Growing Flowers.

A visit to various manufactories, such as were visited thirty days ago, in some cases shows some improvement in business. The chair factories, which thirty days ago were idle, are running full-handed and on full time. The Udell woodenware works, A. A. Barnes proprietor, are running the largest force ever employed, and, with the improved machinery in the new building, are turning out 100 per cent. more work than ever before. The Indianapolis Stove Company, which a month ago started up with orders to keep it busy for two or three weeks, has been receiving orders quite freely, and President Bennett says it has orders now in which will keep it busy until the holidays. The Brown-Ketcham Company has increased its force to about two hundred and fifty men, and has several large contracts in hand. The Atlas engine works have increased their force to 160 men, usually employing 550 to 600 men. These works are putting in two ninety-horse-power engines for the New York store, and three boilers, each 66 feet long by 16 feet in diameter. Chandler & Taylor, who were idle thirty days ago, and who usually employ 150 men, have thirty men at work. They have received a number of orders from foreign countries which they are now filling. The Sinker-Davis machine works are doing little else than repair work, and are not working full time or full-handed. Ellis & Helfenberger, manufacturers of iron fence, etc., are pressed with work, the recent fire having set them back. These works are building a fine iron fence for the Normal Institute, Normal, Ill. It is to be eight thousand feet in length. They also have a number of orders for fencing yards of county buildings. At the other iron works they are working a few men. Hetherington & Berner have commenced running their foundry three days in the week, and are working about one-third their usual number of machinists. E. C. Atkins & Co. report their business as better than they looked for under the unfavorable conditions. They are employing 250 men, about fifty men short of their usual number. The several bicycle works are working only a few men, filling orders as they come in and not stocking up any ahead as in former years. The Parry Cart Company, which usually employs eight hundred people, now has two hundred men at work, about one hundred more than thirty days ago. The stock it had on hand is pretty well reduced, and if orders continue to come in through this month as during the first week it will soon be obliged to further increase the force. The flouring mills are still running full time and experiencing the most prosperous times they have enjoyed in some years. Dean Brothers, steam pump manufacturers, who, thirty days ago, were shut down, have thirty men at work, their usual number being 160 men. Nordyke & Marmon have about two-thirds their usual force, and have in the last thirty days received a number of good orders, mostly on foreign account. The lounge manufacturers are gradually increasing the number of employes, and are now working about one-half their usual force. Otto Stechhan has established a very handsome store in his block on South Alabama street in which to sell, exclusively, lounges. The manufacturers have recently gotten out a number of new and elegant designs in lounges; there are now over one hundred different patterns made by manufacturers here.

A Famine in Sugar.

There has been a regular famine in sugar in this city during the last thirty days. The Jones sugar warehouse generally at this season of the year has in store from three to five thousand barrels of sugar, but for the past thirty days it has had practically none. On Thursday morning last the twelve wholesale grocers had on hand but twenty barrels. At 9 a. m. eleven carloads were placed on the tracks in the Jones warehouse yards, and at 11 a. m. every barrel had been taken, and most of it shipped by wholesale grocers. It is now almost a daily occurrence that one of the wholesale grocers borrows sugars from one of his neighbors to fill an imperative order, and in many cases the retail grocer has to wait a day or two before he can get an order filled. The greatest scarcity is in granulated sugars. Eastern dealers will set no time when they will fill orders for this grade of sugars. In other grades they notify by telegraph just when they can fill orders. The scarcity of sugars has excited some sharp competition between the fast freight lines, which has resulted in some extraordinarily quick time from the East to Indianapolis having been made within the last three weeks.

Business of the Florists.

But few persons are aware of what an important industry that of the florists has become in this city. In the city and its immediate suburbs there are now twenty-two firms of florists, and all seem to be prosperous. Their harvest is between the first frost and the first of June. While their profits are largely from the sales of flowers for weddings, funerals and parties, they reap a large revenue from caring in their hot houses for plants of the persons who through the summer have made Indianapolis so famous for its beautiful floral displays in the yards on the more prominent streets. Some idea of the growth of this industry may be formed from the fact that five years ago there were but ten florists who made it a regular business. It is stated that in no city of the Union are flowers sold as low by the florists as in Indianapolis, and this has tended to increase the demand. Several of the florists are taking special pains to raise choice flowers and plants which are most in demand. It is claimed that the chrysanthemum shows here have been of great benefit in this direction.

NEWS IN SUNDAY'S JOURNAL.

Resume of Events at Home and Abroad Chronicled in the Issue of Oct. 8.

The gold reserve is now at the lowest point ever reached.

A young man living near Oakland, Ill., died from the bite of a guinea pig.

The House debated the federal election bill all day and until late at night.

The tri-county fair at Sarcoxie, Ill., has just closed. It was highly successful.

More pensions are now undergoing special examination than for many years.

The Republicans of Massachusetts named a State ticket and adopted a platform.

Thirty-six new cases of yellow fever and one death was the record at Brunswick, Ga.

Austria has warned Servia to be less bitter in its comments of the imperial power.

Eleven rebellious Sepoys in the Afghanistan army were blown from the mouth of a cannon.

Mr. Voorhees gave notice in the Senate that he would ask for a continuous session after next Wednesday.

The American yacht Vigilant won the first race for the America's cup against the English yacht Valkyrie.

Three-quarters of a million people in England are absolutely starving as a result of the great colliery strike.

Railroads running through the Cherokee Strip are disposed to resist regulation of stopping places by the government.

Stonewall J. DeFrance, the forger, has been identified as the instigator in the celebrated Pearin abduction case at Detroit.

A prominent business man of Richmond, Va., has been arrested for sending a challenge to the president of a newspaper company to fight a duel.

[From the Second Edition of the Sunday Journal.]

Victory for the Vigilant.

NEW YORK, Oct. 7.—The evening Sun to-day shone on a victorious Vigilant and a defeated Valkyrie. Lord Dunraven's racing flag followed that of C. O. Iselin across the finish line, and the name of Herreshoff is still great over the world. The hopes of American yachtsmen, which were so low after the fizzle of Thursday, to-night soar as high as the American eagle can fly. The doctrine of manifest destiny is evidently a sound one, and the great trophy, now for the ninth time being competed for, seems to have a new lease on its American existence. It is not quite time to sound the bells of victory, but it is time to get the golden trumpets ready.

The Vigilant, the great defender of a great nation, went forth in beauty and in power to-day, and, far beyond the dim headlands of the country which gave her birth, swept, with her towering, shining sails, over seas that seemed to lure her to victory. The day was fair and the wind light. Thousands went out to see the race and they saw it. It was not like the dispiriting fiasco of Thursday, and, while it was not such a race as it is hoped to give the British yacht before she returns, it was still race enough to get some sort of line on the Valkyrie and enable intelligent yachtsmen to go out to see the rest of the races with some sort of confidence in the result. That the boats are, on the whole, pretty evenly matched was apparent to-day. The Valkyrie is fast, but, apparently, not quite fast enough, for the Vigilant is faster. Strange to say, in the race of to-day, the Vigilant did better when she was reaching nearly close hauled on the wind than she did in running. It has heretofore been supposed that the English boat would beat the American off the wind and be beaten by her on the wind, and it has been "argued out as sich." But theories did not work well in the race of to-day, though the result was all right.

Following is the official summary of the race:

Course—Fifteen miles, to windward.

Valkyrie — Start, 11:25:25; finish, 3:38:23; elapsed time, 4:13:23; corrected time, 4:11:35.

Vigilant — Start, 11:25:00; finish, 3:30:47; elapsed time, 4:05:47; corrected time, 4:05:47.

Outer Mark — Vigilant, 1:50:50; Valkyrie, 1:58:56.

Thus the Vigilant won by five minutes and forty-eight seconds on corrected and official time. It will be seen that the Valkyrie gained on the stretch home, as she was eight minutes and six seconds behind when the outer mark was turned, and seven minutes thirty-six seconds at the finish, in actual time.

New National Party.

ST. LOUIS, Oct. 7.—A new national party is in process of formation, and, its adherents claim, with more prospects of growth and success than any movement since the campaign of Fremont and Dayton. The Panamerican bimetallic convention which met here this week was but the prelude of a series of conventions which is to result in the formation of a new party in the West and South, made up of Democrats, Populists and all forms of Protestants against the two old parties. Free silver will be the leading issue. When Mrs. Mary Ellen Lease declared in the recent convention that a new Mason and Dixon's line would divide the East and West she had the coming party in mind. At an executive meeting of the leaders, held subsequent to the convention, the chances of success in breaking the solid South were discussed. It was claimed that the West and Northwest would swing into line if a single State in the South could be secured before the next national campaign. Governor Tillman showed that his State could only be carried by the Democrats, owing to the preponderance of black votes. Messrs. Manning and Kagas, of Alabama, pointed to the last campaign in their State, and spoke hopefully of success there. Their views were accepted and a convention is to be held at Atlanta, Ga., in December. This is to be the focus of all the free-silver men, and from which, it is said, will radiate a free-coinage agitation that will surprise the Northern Democracy. Following this convention, and when all parties are discussing presidential candidates, another convention, fully representative, will meet in the West and lay the foundation of the new party.

Said Mr. Manning: "The Democrats of the South are ripe for revolt against the dictatorial methods of their Eastern brethren. Cleveland had no warmer adherents than Alabama Democrats, but no man in the State would raise his voice for him to-day. Seceders from the party are unreserved in declaring themselves. Col. J. F. Johnson, president of the National Bank of Alabama, a free-silver man and a prominent candidate for Governor, is a type of these men who have deserted Cleveland since the latter's alliance with the East. A new Democracy on a free silver basis will, I think, sweep the West and South. We are going to put the matter to a test. All the force of the Populist and free-silver movement will be put behind the movement in Alabama. Once the way has been opened the other States will follow in our wake. Mark me, Alabama will be an eye-opener."

The Veteran's Jewel.

DANVILLE, Ind., Oct. 7.—Danville Lodge of Odd Fellows had another memorable event Friday evening, the occasion being the bestowal of the Odd Fellow veteran's jewel on George W. Chamberlain. This honor is conferred only on members who have been in the lodge twenty-five years continuously, and then only by action of the Grand Lodge. Interest in this special event was increased because Mr. Chamberlain was eighty-one years old on that day. The exercises were held at the suburban home of George W. Scearce, Mr. Chamberlain's son-in-law. Grand Master Enoch G. Hogate made the presentation speech and Miss Mattie Scearce responded for Mr. Chamberlain, her grandfather, who was so touched he could not speak. This is the second time this honor has been conferred in Danville, the first time Thomas N. Bedford, the oldest Odd Fellow in the United States, and who is still living in this city, being the honored member.

Train Crashes Into a Barouche.

CINCINNATI, Oct. 7.—The Cleveland fast express, south-bound, on the Big Four road, running at the rate of sixty miles an hour, crashed into a two-horse barouche, this evening, at the crossing near Kyle's Station. The occupants of the vehicle were Mat Foley, a well-to-do farmer, his wife and two sons, William and Thomas, aged sixteen and seventeen, respectively. The locomotive plowed its way squarely between the carriage and horses, pitching them fully twenty feet distant. Mrs. Foley and her two sons were instantly killed, while Mr. Foley was seriously, but not fatally injured. After the train came to a standstill it backed up and carried the dead and injured to Kyle's.

Salvini, Jr., Married.

CLEVELAND, O., Oct. 7.—Salvini, the young tragedian, and Miss Maud Dixon, one of the members of Salvini's company, were married at the Stillman Hotel to-day. Everything was done to keep the fact a secret, but Salvini had obtained his father's approval and acknowledged the corn when directly questioned. The ceremony was performed at noon by Rev. Dr. Bates, of St. Paul's Episcopal Church. The company has been playing at the opera house all the week and departed to-night for Toronto, Canada. Miss Dixon has been ten years on the stage and was with Salvini the elder, and then with young Salvini, at the Union-square Theater and in his own company.

Cyclers Injured.

NEW YORK, Oct. 7.—A bicycle meet was given at Manhattan field, to-day, by the united trades and labor unions of this city, in aid of the suffering employes. During the third event, a two-mile handicap, the wooden rim of one of the wheels of the bicycle Schofield, the English champion, was riding broke, and he fell. Then down went J. E. Starbuck and several others. Schofield was picked up in an unconscious condition and carried to the dressing room. Starbuck, who was pitched against the fence, it is feared, suffered concussion of the brain. Schofield was bruised about the head and limbs, and also hurt internally.

Swindler De France.

CHICAGO, Oct. 7.—"It is true that we gave Cameron Elliot, who is supposed to be identified with the forger, Stonewall J. DeFrance, a letter of introduction to the St. Paul National Bank," said Cashier Preston, of the Metropolitan National Bank, to-day. "We did so on the strength of a letter of recommendation from Cashier Bosson, of the Bank of Commerce, of Indianapolis. We simply gave Elliot a letter introducing him to the St. Paul bank, and not suggesting that he should be given any credit whatever. We would not have given 30 cents on his letter of credit from Indianapolis."

Ives Beaten 1,262 Points.

NEW YORK, Oct. 7.—The eleventh and last series of the 10,000 points billiard match between John Roberts, jr., the English champion, and Francis C. Ives, of Chicago, America's champion, began to-night in the Lenox Lyceum. The score at the end of the afternoon game stood: Roberts, 9,001; Ives, 8,104. To-night's play was marked by no especially large runs. Roberts held his lead and ran out his necessary 10,000 points at 10:45 o'clock. Ives's score was 8,758.

Railway Mail Clerk Killed.

KANSAS CITY, Mo., Oct. 7.—A wreck occurred on the Rock Island at Keats, nine miles west of Manhattan, Kan., at 11:45 last night. The train was No. 9, and left the city at 8:15 o'clock. At Keats the train collided with a fast east-bound train, and M. J. Manchester, a mail clerk, was instantly killed and the engineer of the passenger train, Eugene Cole, was badly scalded. The engineer of the freight engine was also injured. No passengers were hurt.

Battle with Moonshiners.

MIDDLESBORO, Ky., Oct. 7.—News has been received here of a battle between moonshiners and a posse in Knott county. The news is meager, but it is known that two men were killed and the still captured and destroyed.

A GREAT MISTAKE.

Rebuke to Preachers Who Decide Important Public Questions Off-Hand.

Central Christian Advocate.

Some metropolitan preachers, as well as ministers in remote regions of the Union, are making blunders by lugging into the pulpit various financial, social and labor problems, and attempting to solve them in an off-hand, extempore fashion. Questions which are fundamental, which baffle ample knowledge, wide research and the resources of the specialist, these preachers discuss in what is deemed a "popular" fashion, announcing decisions, opinions and monetary doctrines with the air of authorities. "Panics—Their Cause and Cure," is one of the advertised topics of a New York preacher. Surely the man who occupies the Sunday morning or evening hour in the pulpit with discussions of this order; for the adequate discussion of which he cannot be deemed competent, since he is not an expert; is not only making of himself a laughing-stock in the eyes of thinking, well-informed men and women, but also throwing away the greatest opportunity that can be afforded to a human being—the privilege of uttering a message of hope, warning, instruction and comfort to the hungry souls about him.

Jockey Voorhees a Failure.

Minneapolis Tribune.

Mr. Voorhees is hardly fulfilling his contract. It is about time for Mr. Cleveland to hire another driver for that wild team of his.

STRONG nerves, sweet sleep, good appetite, healthy digestion, and, best of all, pure blood, are given by Hood's Sarsaparilla.

Another Letter to Women.

May 25, '92, Syracuse, N. Y.

"Dear Madam:

"I want to tell you what your *Vegetable Compound* and Sanative Wash have done for me.

"I was so bad with falling of the womb and Leucorrhœa that I could not stand.

"I had doctored so much without benefit I was entirely discouraged. I expected to die.

"One evening I read in the 'Herald' about your medicine. I got some, and took 2 bottles of the Compound, and used one of the Sanative Wash.

"I am now well and strong, am never troubled with either of the complaints. If more women would use your Compound, there would be less suffering in the world."—*Mrs. Ida Casler*, 126 *Olive St.*

All druggists sell it. Address in confidence, LYDIA E. PINKHAM MED. CO., LYNN, MASS. *Liver Pills, 25 cents.*

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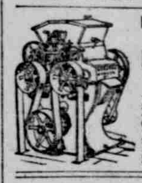

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DR. BRAYTON. OFFICE—26 E. Ohio; from 10 to 12 and 2 to 4. RESIDENCE—808 East Washington street. House telephone 1279. Office telephone, 1454.

DR. E. HADLEY. OFFICE—136 North Pennsylvania street. RESIDENCE—270 North Delaware street. Office hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 802. House telephone, 1215.

DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE—670 North Meridian street. OFFICE—369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m. Telephones—Office, 907; residence, 427.

DR. REBECCA W. ROGERS, HOMŒOPATHIC PHYSICIAN. DISEASES OF WOMEN AND CHILDREN. OFFICE—19 Marion Block. Office Hours; 9 to 12 a. m., 2 to 5 p. m.—Sundays—2 to 4 p. m. RESIDENCE—630 North Illinois street.

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