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FINE FITTERS, LONG WEARERS, - AND - GOOD LOOKERS.

THE WHEAT

MURPHY, HIBBEN & CO., IMPORTERS, JOBBERS. (Wholesale Exclusively.)

Offer this Week Special Attractions

In 36, 40, 50, 54-inch plain Sateenings, Habit cloths, Broadcloths, 36, 40 and 48-inch fancy Woolen Dress Goods, 40-inch Hop Sateenings, Panamas, Serges, Jacquards, 36, 40, 46-inch Wool Henriettas, Cotton Warps, Plains, Plaids and Fancies. Trimming Silks, Crystal Bengalines, Changeable Velvets, Plain Silk and Cotton Velvets, Brocade Surrahs, etc. Stocks complete in all departments. Lowest Prices always a certainty.

HUNDREDS ARE CURED BY THE SPECIFIC PERFECTLY HARMLESS ACHE-HEAD

And unqualifiedly indorse it as the best and only Perfect Headache Cure. SOLD BY F. WILL PANTZER, BATES HOUSE DRUG STORE, 54 WEST WASHINGTON STREET.

THE UNION TRUST COMPANY

Offers its services as a general agent or broker. It will receive money, invest them on unquestionable security, collect and remit interest promptly, and it will take charge of investments already made. It is an incorporated company, authorized by law to act as executor, guardian, administrator, assignee, agent or attorney, and is financially responsible for double the amount of its capital. Charges reasonable.

6 TRAINS EACH WAY BETWEEN INDIANAPOLIS AND CINCINNATI VIA C. H. & D. R. R.

LEAVING INDIANAPOLIS: 7:00 a. m., 9:45 a. m., 12:30 a. m., 1:50 a. m., 4:20 p. m., 7:00 p. m., 10:30 p. m., 12:30 a. m. Daily except Sunday.

THE MORNING TRAIN LEAVES INDIANAPOLIS VIA THE MONON ROUTE

7:00 - a. m. - 7:00 AND ARRIVES AT ENGLEWOOD 12:30 p. m. AT WORLD'S FAIR 12:43 p. m. AT CHICAGO 12:50 p. m.

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THE SUNDAY JOURNAL

Will be sent by mail to any address for \$2 PER ANNUM \$2

WAGON WHEAT 58c

ACME MILLING COMPANY, 250 West Washington Street.

WHO SCORE MANGLED

Frightful Result of a Collision on the Michigan Central.

Part of a Special World's Fair Train Telescoped While Standing in the Station at Jackson.

TWELVE PERSONS KILLED

Five Probably Fatally Hurt and Over Twenty Less Seriously.

Air Brakes on the Second Section Refused to Work—Statements from Officials of the Road.

Special to the Indianapolis Journal. JACKSON, Mich., Oct. 13.—The second greatest accident in the history of the Michigan Central railroad occurred here this morning within one hundred yards of the place where almost fourteen years ago to day the Pacific express crushed into a freight engine in October, 1873, and eighteen people were killed. To-day's disaster has, so far, a record of twelve dead, five probably fatally injured, and twenty-one others more or less seriously hurt.

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WAGON WHEAT Highest Market Price. ARCADE MILLS.

FORGED HIS OWN TOOLS. Smooth Englishman Who Was Not Satisfied with Making Money Honestly.

Special to the Indianapolis Journal. ST. LOUIS, Oct. 13.—Walter Dempsey, an Englishman, aged twenty-four, claiming St. Louis as his home, was arrested Tuesday, in Cincinnati, for fraud. Dempsey is credited here with being "a slick worker." Before coming here, three months ago, he was a partner in a cut-stone establishment in Chicago. The firm is said to have lost \$3,000 by Dempsey's financiering, but he was overhauled, while en route to Europe, by Chicago officers, and made to disgorge. Upon his arrival here his smooth manner soon put him to the front as an advertising solicitor for several publishers. Contracts on which his commission had been collected in advance were declared forgeries by a number of firms. Dempsey next succeeded in cashing a \$300 check, to which the name of Dr. Henry Mudd was signed, and which was declared a forgery. Friends made the check good, and Dempsey was not prosecuted. He made plenty of money honestly, but was not satisfied.

Brunswick's Yellow Fever Record.

BRUNSWICK, Ga., Oct. 13.—The official yellow fever reports as rendered to-day, is as follows: New cases, whites, 14; colored, 28; total, 42. Deaths—white, 1; colored, 1. Re-captivation—Cases under treatment, 238; discharged, 189; died, 21; total, 39; ratio of deaths to cases, 5.2 per cent.

Discussion the Great Secret of Life.

Simmons Liver Regulator is the only medicine that relieves me, after suffering five years with dyspepsia, heartburn, sick headache and constipation. GEO. S. AYRES, Delaplaine Sta., Va.

It was at last found to be the child of Mrs. Anson Harrington, of Elmira, N. Y., who lay two miles away with injuries from which she may die. There were scores of other cases where traveling companions and relatives were separated, and some killed or injured seriously.

The officials of the road were on the scene as soon as a special could carry them from Detroit, and State Railroad Commissioner Billings also arrived before noon.

Engineer Whelan, who lives here, was running the last section. He says: "I saw the signal in the yard to keep back, and had my engine in hand, as I thought, but when I came down near the standing train my air brake would not work and I ran into the coaches. The failure of the air made it impossible to stop. I never had such an experience before."

Rear brakeman Robert Walsh, of section No. 1, had a narrow escape. He had finished trying the air brakes on the first section and was walking to the rear of his train, a distance of only half a car length. He said he would have touched the bell rope to start when he got on the platform, but fate was against him. As he turned around he looked up and saw the engine of No. 2 almost on top of him. It struck the car and he was only saved by the fact that both engine and car had been raised up, leaving him safe underneath. He realized his position in an instant, and, gathering himself up, ran out just as the engine fell on the track and plunged on through the car ahead, the car being thrown sidewise, just missing him. His arm was injured.

SCENES AND INCIDENTS. The scene in the city and about the station after the wreck was indescribable. Business was at a standstill all day, the leading houses closing, while knots of men and women stood on the street corners and talked about the frightful event. Until noon the streets in the neighborhood of the station were filled with carriages and ambulances, undertakers' wagons and physicians' vehicles, while doctors ran to and fro about the scene with instrument cases, and priests and ministers were at hand to minister to the suffering and dying. The police had to rope off the space about the station, but even the cordon of officers was not sufficient to keep off the relic hunters who crowded about like so many birds of prey. A group of Salvation Army girls stood on a pile of debris and preached and sang. Their words fell upon deaf ears.

At a late hour to-night all the injured are reported as resting easy, with no prospects of deaths in the cases of any of them.

The sheriff of Jackson county and the police officers have taken possession of the wreck. A coroner's jury was organized this afternoon, and the inquest will begin at 9 o'clock Monday morning. The crews of both trains have been subpoenaed to give evidence. The division superintendent says he found the engine reversed, thus corroborating the engineer.

President Ledyard was on the scene, and he makes the following report to General Superintendent Miller, at Detroit: "The Delaware, Lackawanna & Western excursion was standing at Jackson for breakfast, the semaphore signal protecting the New York Central train. The engineer of the second train tried his brakes at 8:45 o'clock, but they failed to work, and the conductor tried the automatic brake on one of the coaches, and that failed. The New York Central excursion train ran into the rear of the Delaware, Lackawanna & Western, telescoping the cars, killing twelve persons and injuring five seriously and fifteen not very seriously."

"Twenty minutes for breakfast, but only a moment in which to die," was the horrible significant statement of Lloyd Woodbury, of Bath, N. Y., a passenger on the first section of the ill-fated world's fair excursion train. He stated to the United Press correspondent that he stood on the step of one of the wrecked coaches, smoking a cigar with a companion. He looked back and saw the second section approaching. He supposed, of course, that it would turn off onto one of the switches, but as it neared his section he realized the terrible situation. Pushing into the car where his wife and father, James Woodbury, were seated, he called to them to rush out. Before they could do so the horrible crash came, and his wife and father were hurled into the water. His companion had been smoking with him, and had entered the car a moment before, and was taken out with the dead. Had the wreck come one minute later Mr. Woodbury would undoubtedly have been among the dead, as he intended going into the car, when his attention was called to the approaching second section.

CAN'T ACCOUNT FOR IT. Superintendent Robert Miller Discovers the Disaster. Special to the Indianapolis Journal. DETROIT, Oct. 13.—The following statement was made to the United Press by General Superintendent Robert Miller, as to the disaster at Jackson: "It is utterly impossible for me to understand how it happened. The more news I receive the more mystified I become. Now, for instance, here is the statement of the superintendent to the effect that the engineer tried his brakes at Jackson. That is in accordance with Rule 77 of our regulations governing the running of trains. Jackson is only one mile from the station, and he, therefore, must have found his brakes all right only a few minutes before the accident, according to the same report, and it is supposed to some extent, he found out that his brakes would not hold when within a quarter of a mile of the train he smashed. He at once reversed his engine and notified the conductor by whistle that his brakes were not working. The conductor then tried the air on the train, and neither was any good. I can't account for it. The brakes were not to use the hand brakes, but possibly before anything could be done the crash came."

"Now, here is the odd thing. If the air was all right at the junction, I cannot understand how it happened. The brakes were not to use the hand brakes, but possibly before anything could be done the crash came."

ing to the reports, the conductor was as helpless as the engineer. There seems to be no doubt but that he tried to stop, but something gave way at that unfortunate time.

"In the midst of the greatest passenger train wreck in the history of the Michigan Central the accident comes. That, possibly, makes natural your question as to whether men have been overworked. They have not been. He will not permit that. If a man says that he is too tired to run a train, he will not permit that. We have no need of overworking our men. While the passenger business has been very heavy, freight traffic has been light, and we have had plenty of men. They have been busy, but not worked down."

"The train dispatcher was running the sections of the train too close for safety. The first section of the train got into Jackson at 8:23, while the second section did not get to Grass Lake, ten miles this side, until 8:36. The highest point on the Michigan Central is Las Fricas, just this side of Grass Lake, and trains slide from the summit toward Jackson at a high rate, and the second section ran the ten miles in thirteen minutes, the collision occurring at 8:43. Ordinarily the train should have been cleared along where the wreck occurred, and if it was going much faster it was only because it was unmanageable."

The Michigan Central had been handling an immense excursion business in connection with the world's fair, and great care had been taken to see that trains were safely handled. The railway officials say that engineers usually apply the air brakes within two train lengths of the place where they intend to stop. An emergency stop can be made in one train length, when the air brakes work all right. This morning the conductor was on the east end, not before the ill-fated train. This terrible wreck is the second of serious consequence on the Michigan Central in fourteen years. It is a singular circumstance that these horrible wrecks occurred in the same month, in the same month and on the same day of the week, Friday. On Oct. 10, 1879, the west-bound Pacific express crashed into a switch engine, killing eighteen people and injuring thirty-five others.

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NEW YORK, Oct. 13.—The cyclone which had been predicted for a week or more reached here with a vengeance to-day. It began with dark and threatening clouds and a strong breeze that promised to develop into a heavy gale by nightfall. Great puffs of wind dodged around the corners of the streets in the city, carrying everything before them. With every gust came a shower of rain until a steady downpour at 10 o'clock drove all belated pedestrians within doors. The wind began to shift from east to southeast, and the storm spread itself out and settled down to the strictest kind of business. Though it blew on the average of thirty miles an hour during the early evening, frequently a gust of cyclonic fury, traveling at a sixty-mile gale, would smash against the door and carry away single boards. At 9 o'clock the wind was blowing thirty-eight miles an hour, at 9:30 forty-two miles, at 10:45 forty-eight miles, at 11:20 fifty miles, and by 11:45 had shown a decrease of two miles. The Western Union Telegraph Company, in communication with Philadelphia, their wires being blown down early in the evening. Communication westward from New York was down, and resembled the cyclone in August, and a warms midnight was accompanied by a rain which was so heavy that it left pools large enough to float the two crack yachts in the winds swept through the wide streets and left a track of fallen trees in its wake.

Telegraph Wires Down. WASHINGTON, Oct. 13.—The West India cyclone and the storm from the northwest joined issues this morning east and west, and since then telegraphic communication has been practically at a standstill. After sweeping over the Florida peninsula yesterday the cyclone made its way north through Georgia, North Carolina and the Virginias, and the storm from the West somewhere in Pennsylvania or Ohio, were both diffused over a wide area, playing havoc with all means of wire communication. An attempt was made to work the Associated Press circuits by routing them into small conditions and "relaying," but it was even then found almost impossible to carry the important news. The New York Central and Western Union Company reported that all their wires between Washington and Harborside, New York were down, and that communication between Pittsburgh and New York was at a standstill, and that all the other New York routes were almost paralyzed. At the Postal Telegraph office the same situation obtains, their Washington-Chicago wires being down, and their New York-Pittsburgh wires being so slow as to be of no value whatever. At the present writing one of the Associated Press circuits to New York is via Buffalo, and is working very hard. Another circuit has been started South to New Orleans from Chattanooga, and thence north and south to New Orleans.

Forecast for To-Day. WASHINGTON, Oct. 13.—For Indiana and Illinois—Fair; cooler; northwesterly winds. For Ohio—Rain, followed in the afternoon by fair; cooler; northwesterly winds. The West India cyclone, central this morning on the South Carolina coast, has moved northward to northern Virginia, and the center of disturbance passed Washington city about 9 o'clock this evening. The passage of this storm over the south Atlantic States has been attended by severe easterly, shifting to westerly gales and heavy rains. The highest wind velocity was eighty miles per hour from the southeast at Southport, N. C., and the lowest barometer reading reported was 28.8, at Lynchburg, at 5 o'clock this evening. The area has advanced rapidly northeastward over the middle Atlantic States, in the Mississippi valley, and thence westward toward the weather has prevailed. The temperature has risen in the middle Atlantic States and in the lower Missouri and lower Mississippi valleys. A decided fall in temperature has occurred over the Western and North-western States. The temperature is also lower in the south Atlantic and gulf States. The storm central over northern Virginia this evening will probably move rapidly northward to the St. Lawrence valley by Saturday morning. Its passage will be followed by clearing weather in the middle Atlantic States. Fair and cooler weather is indicated for the central valleys. Reports are missing from the Northern and extreme Western districts.

Local Western Report. INDIANAPOLIS, Oct. 13. Time. Bar. Ther. R. H. Wind. Weather. Prec. 7 A. M. 29.78 58 80 East. 11 m. 0.08 7 P. M. 29.59 56 88 N.W. Wind. 0.09

Maximum temperature, 63; minimum temperature, 56. The following is a comparative statement of the temperature and precipitation for Oct. 13, 1893:

Normal..... 55 0.10
Actual..... 56 0.08
Departure..... +1 0.02
Excess or deficiency since Oct. 1 '89..... +1.9
Excess or deficiency since Oct. 1 '80..... +6.0
Plus..... C. F. H. WAPPENHAN, Local Forecast Official, United States Weather Bureau.

TRAINMEN'S DAY. Special to the Indianapolis Journal. CHICAGO, Oct. 13.—Trainmen's day at the exposition was not distinguished by any formal exercises, but several thousand trainmen from all parts of the country came to the fair under the escort of Chicago societies. The Order of Railway Conductors, the Brotherhood of Railway Trainmen, the locomotive engineers and firemen's brotherhoods were represented and distinguished by different colored badges. Special attention was given by the trainmen to an inspection of the transportation exhibits. On account of the first biennial convention of the Brotherhood of Railway Trainmen being held in Boston on Oct. 15, a large number of the delegates from the Western States were able to be at the fair to-day. The "John Bull" locomotive and train were patronized all day, steam being turned on for their special benefit. Mr. Davidson, of Nova Scotia, the oldest engineer in the country, and Mr. Finlayson, the oldest conductor, manned the train. Among the world's fair visitors to-day was ex-President Harrison. He came out

VIGILANT IS

The America's Cup Will Stay on This Side of the Atlantic.

Yesterday, with the Wind Blowing Great Guns, the Center-Boarder Won by Forty Seconds.

ACCIDENT TO THE VALKYRIE

Her Spinnaker Split When Leading by Several Lengths,

Thus Destroying All Chances of the Englishman Winning—Clear Case of Yankee Luck.

Special to the Indianapolis Journal. SANDY HOOK, Oct. 13.—The Vigilant today was the third and decisive race for the America's cup, defeating the British yacht Valkyrie in a gale by forty seconds. The race, which had been postponed from Wednesday, was started at 12:27. The wind was blowing thirty miles an hour from the east. At 11:30 the danger signal was set at the signal station, but, notwithstanding this, both yachts put up a great amount of sail and kept up their topsails. It was plain both boats intended to strain every point in the contest. The course was the same as that of Wednesday—fifteen miles to windward and return. A few seconds before the starting gun was fired both boats were flying for the line close hauled by the starboard tack, the American boat a little in the lead, with the Englishman off the weather quarter. It was a close call, and for a time it looked as though the Vigilant would be over first and handicap the Valkyrie by half a minute. Skipper Hansen was a little too anxious, however, and had to pay the penalty for this by being forced over toward the eastern end of the line. The result was a loss to the American boat, for she had to luff in order to weather the way. The Englishman stood on toward the line, however, with every sail full, and crossed a few seconds ahead and well to windward. On crossing the line both yachts were heeled well to leeward; the Valkyrie was stiffer, and seemed to carry her canvas with more ease. It was a wise move to have reefed mainsails, for the sea was increasing at every minute and the barometer was falling rapidly, giving every indication of an approaching storm. Once over the line the racers sailed down to their work. The increased ballast attached to the Valkyrie keel seemed to do her a world of good, for she sat right up to windward, and in less than an hour was fully one hundred yards off the American's weather bow. Both racers were standing over toward Long Branch, but the Vigilant was not doing as well as her friends expected.

At 1:10 o'clock the Vigilant, being close in shore, went on the port tack, and headed over in the direction of the Valkyrie, then standing over on the starboard. The American boat seemed to be in doubt whether she would be able to cross the Englishman. This was soon dispelled. Still both boats minutes later the Vigilant, seeing that she must cast astern of her rival, went about again and stood in shore. The Englishman held on to the starboard tack for some time, when the Valkyrie went about at 1:18, followed by the Vigilant a few seconds later. They now stood off shore on the "leg," the English boat seeming to hold her own. She was soon overtaken by the American, and it was also assumed that the Vigilant had been favored with just what she needed to carry her. Her half gale she was much the faster and stancher boat.

Following is the official time of the turning of the outer mark: Valkyrie, 2:38:40; Vigilant, 2:38:20. These figures show that it took the Valkyrie two minutes and six seconds to make the fifteen-mile race, and the Vigilant one minute and thirty-five seconds in favor of the English boat. Though the beat to windward was best, in fact the system it was nothing compared to the run home. The wind freshened and the sea became angry and turbulent. Still both boats took the Valkyrie two hours six minutes and hours, eight minutes and thirty-five seconds to make the fifteen-mile race, and the Vigilant one minute and thirty-five seconds in favor of the English boat. Though the beat to windward was best, in fact the system it was nothing compared to the run home. The wind freshened and the sea became angry and turbulent. 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