NOT A BAD SHOWING

Annual Report of the Lake Erie & Western Railway Company.

Net Earings Last Year Were $1,462,337 and the Surplus $221,407—Equipment and Other Matters.

Calvin S. Brice, president, and George L. Bradbury, general manager of the Lake Erie & Western, yesterday issued their annual report for the year ending Dec. 31, 1893. During the year the company operated 725 miles of track, divided into four divisions. The gross earnings for the year were $3,512,620.22; operating expenses, $2,048,742.84; net earnings, $1,463,877.38; disbursed in dividends on the preferred stock, $592,000; surplus, $221,407.34 The freight traffic shows a decrease of 7.01 per cent. in tonnage, the earnings per ton per mile a decrease of .729 cent to .704 cent, or .025 cent, and the gross receipts from this source a decrease of 2.57 per cent. The passenger traffic shows a decrease of 9.06 per cent. in the number of passengers carried, a decrease of 1.81 per cent. in earnings. The decrease in the rate per passenger per mile was five hundredths of a cent. The average haul per passenger increased 2 77-100 miles, the average receipt per passenger increased five and three-tenths cents. The gross receipts of the first six months of 1893 exceeded those of 1892 by $198,798.39, while the gross receipts for the last six mopths decreased, as compared with 1892, $244,655.60, caused wholly by the depressed condition of business generally prevailing. The issue and sale of $300,000 of the company's second mortgage bonds was for the payment of five hundred freight cars and ten heavy locomotives, which were ordered early in the year, and at a time when the increased business seemed to justify the addition to equipment. Quarterly dividends of 1¼ per cent. upon the preferred stock have been paid during the year, in addition to which the company has expended in additions and improvements $207,016.69 and carried to surplus account $14,390.65.

Details of earnings were as follows: Freight, $2,123,473.59; passenger, $946,217.62; express, $51,952.76; mail, $64,955.52; car mileage, $195,635.56; miscellaneous, $130,985.17; total, $3,512,620.22; for the corresponding period last year they were $3,558,482.43, a decrease of $45,862.21.

The number of locomotives is 120, all but four of which are in active service, and in good or fair repair. Two heavy Mogul engines were added during the year. The passenger equipment consists of three combination chair and sleeping cars, four chair cars, fifty passenger cars, six combination passenger and baggage cars, eighteen baggage, mail and express cars, and two official cars, all in good or fair repair. The freight equipment consists of 4,010 local box, 471 Midland line box, 1,032 refrigerator, 178 stock, 263 coal and 650 flat cars, fifty-two cabooses, three derrick cars, two wrecking cars, two pile drivers, one bridge carpenter's car, three tool cars, one snow plow and one steam shovel, all in good or fair repair. Five hundred local box cars of 50,000 pounds capacity were added during the year. The maintenance of way department expended $388,394.35; maintenance of power and cars, $293,923.13; conducting transportation, $1,159,986.98; general expenses, $2,048,742.84; ratio of expenses to earnings, 58.33 per cent.

During the year twenty-eight bridges were renewed, and 103 pile and trestle bridges were renewed, aggregating in all 12,370 lineal feet. One hundred and seventy-eight cattle guards were renewed, 114 of which were of steel. Twenty-one miles of new heavy steel rail were laid and 287,308,000 new ties put in. The divisional yards at Lima, O., were reconstructed and enlarged. Eighteen thousand, four hundred and twenty lineal feet of iron track were taken up, and 33,827 feet of steel track laid, with new ties, and the whole thoroughly ballasted with gravel, requiring 1,150 carloads. This yard was vastly improved; it was extended to about double its former capacity, was graded to a level, requiring the handling of over three thousand carloads of earth; 11,600 new cross ties and thirty-six sets of switch ties were used.

Refuses to Increase Rates.

The Western Passenger Association lines struggled at Chicago yesterday with the proposition to raise the $10 rate between Chicago and the Missouri river. Nothing was done and the meeting will be resumed to-day, when it is hoped the Union Pacific will be represented. Heavy pressure was brought to bear upon the Atchison to induce it to consent to an elevation of rates, but it steadily refused. It declared that the reduction of rates east of the Missouri had nothing to do with its trouble with the Southern Pacific, but was made necessary by the actions of the Union Pacific and certain lines within the association. The conditions calling for the reduction still existed, and therefore the Atchison announced it could not consent to raising the rate. The Northwestern, which has all along been charged with cutting rates in connection with the Union Pacific, was anxious to have the rates put up both east and west of the river.

Proposed Bridge Over North River.

A measure intended to give the Pennsylvania road an entrance into New York city has been introduced in the New York Assembly by Mr. Lawson, of New York. It provides for the construction of a bridge over the North river at New York. The incorporators named in the bill are John Graham Hyatt, Charles H. Worman and George W. McWaters. The measure provides that one commissioner shall be named by the Governor and one by the Mayor of New York city. The name of the company is the Interstate Hudson River Bridge Company. The company is capitalized at $1,000,000. The New York terminus of the bridge is to be between One-hundred-and-seventieth street and One-hundred-and-eighty-fifth street. The measure provides for two spans, which are to be 160 feet high. The bridge is expected to be a duplicate of the Gould bridge over the Mississippi river at St. Louis.

Fast Freight Line Statistics.

The Red, White and Midland lines, under the management of George B. Sherman, earned in 1893 $8,165,256, an increase of $439,596 over 1892. The separate earnings of the lines were: Red line, $4,882,943; White line, $2,733,199.18; Midland line, $569,113.81. The total of freight carried for 1893 was 1,703,129 tons.

Personal, Local and General Notes.

Grand Chief Sargent, of the Brotherhood of Locomotive Firemen, left yesterday for Omaha.

H. C. Parker, traffic manager of the Lake Erie & Western, is in Chicago attending railroad meetings.

The net earnings of the Lake Erie & Western for January were $90,708, against $103,326 in January, 1893.

Frank Howey, formerly with the Pennsylvania Company, is now cashier of the Adams Express Company at Chicago.

Dr. J. C. Cline, surgeon of the Pennsylvania road, who went to Florida some weeks ago for his health, writes that he has much improved.

The West Shore Fast Freight line, reorganized, has now been operating out of this territory for three months, and has become very popular with shippers.

Alfred Sully gives as a reason for retiring from the board of directors of the Cincinnati, Hamilton & Dayton that he is to be absent in Europe most of the present year.

Samuel W. Elliott, who for many years was ticket agent of the Missouri Pacific at St. Louis, has recovered from his serious illness and will, on the 1st of April, assume his usual duties.

The leaders of the brotherhoods say that an earnest effort will be made by the executive committees of the several brotherhoods to arbitrate the wage question with the Chicago & Eastern Illinois.

David Ennis, formerly superintendent of the eastern division of the Indiana, Bloomington & Western, later superintendent of the Ohio Southern, was in the city yesterday. He is now on the Santa Fe lines.

Benjamin McKeen, brother of William R. McKeen, president of the Vandalia lines, was in the city yesterday. He states that William R. McKeen is steadily improving, and is now able to sit up for an hour or two at a time.

The Louisville, New Albany & Chicago earned in the second week of March $32,569, a decrease as compared with the corresponding week of 1893 of $9,211. The Wabash earned in the second week $219,300, a decrease this year of $27,160.

With the taking effect of the spring timetable, the Big Four will make the running time of Trains 17 and 18, between Indianapolis and Cincinnati, two hours and forty-five minutes, twenty-five minutes quicker than on the winter time schedule, and Train No. 8, now leaving here at 7:10 p. m., will leave about 6:30 p. m., and be made much faster.

It is stated that the Pittsburg, Virginia & Charleston has the largest number of stations on it in proportion to its mileage of any road in this country. The road is not quite fifty-four miles long, and has fifty-four regular stopping stations, or one to every mile.

Some years ago the Chicago, Burlington & Quincy built a branch from Albia to Monrovia, but soon abandoned it; now it is proposed to utilize it again, extending it to Moulton, which would give the "Q." a continuous line from Des Moines to Kansas City. To do this would require the building of forty miles of road.

Mention was made Monday of an attempt to wreck a train on the Big Four, just east of Sidney. On Tuesday detective Grady, of the Big Four, captured Vinton Ross and Henry Warick, at Pemberton, O., and is satisfied that he has the right men. Yesterday the two were bound over on a two-thousand-dollar bond to the grand jury.

M. Burke, supervisor of tracks on the second division of the Peoria & Eastern, has resigned to become roadmaster on the Lake Erie & Western. As a result, D. Kiley is transferred as supervisor from the first to the second division, J. B. Weider is transferred from the third to the second division, and H. Winter, section foreman, is promoted to supervisor of the third division.

The meeting of the freight men at the Bates House yesterday to equalize rates on iron and that class of freights from Indiana points to Missouri river points, was attended by every line interested, and the work was completed late last evening. The conference was not in any manner to advance rates, but to equalize them with west-bound rates given at points in Ohio, Michigan and Pennsylvania.

The receivers of the Louisville, Evansville & St. Louis are boasting a good deal of the heavy traffic the road is doing. It is unfortunate for that road and for other roads that do an east-bound business that the freight is not carried at better rates. The earnings of the L., E. & St. L. from week to week indicate that the business is handled at an extremely low rate, and that the receivers are working more for tonnage than revenue.

The Union Railway Company finds that it was a wise move, in its reorganization, to allow general managers of leasing lines to have a voice in the management of the property. George Bradbury, general manager of the Lake Erie & Western, and William Green, general manager of the Cincinnati, Hamilton & Dayton, are proving valuable members, and at no time in the history of the Union Railway Company has there been so much system in handling the property.

The minority stockholders of the Cleveland, Canton & Southern road have filed a cross petition in the United States Circuit Court, at Cleveland, protesting against the recent order granted by Judge Ricks, allowing the receivers to borrow $1,100,000. The money was to have been used in liquidating the bonded indebtedness of the company. The cross petition says that the order was obtained by collusion and fraud. The cross petitioners represent $400,000 worth of stock. The petition will be heard March 29.

The contractor who is building the new bridge of the Peoria & Eastern over the Wabash river at Covington yesterday notified General Manager Barnard that by the 3d of April the company might abandon the old wooden structure and run over this new iron bridge, which rests on stone abutments, has six spans each 150 feet long, and cost the company $75,000. This is two months earlier than the company expected to use the new structure. A number of other bridges of less importance will be completed in the near future.

The Kanawha Dispatch, operating over the Big Four and the Chesapeake & Ohio, has issued, to take effect April 1, a very elaborate new tariff, said to be one of the most complete books of this character that has ever been published, giving rates from all Western and Northwestern points to all Southeastern points in the Virginias, the Carolinas, and to any point the Chesapeake & Ohio, through its connections, reaches. The opening of the Chesapeake & Ohio has resulted in a reduction of freight rates to all Southeastern points of 20 per cent., as compared with the rates of three years ago.

A. P. Yates, an employe on the New York Central, has invented a pyrotechnic danger signal of novel construction. It consists of a light carriage adapted to run on a single rail, to which is fixed a rocket shell seventeen inches in length and tilted at an angle of about twenty degrees. In use the rocket is ignited by withdrawing a cap, when the carriage is propelled along the rail until the powder in the rocket shell is expended; a red fire then explodes and continues to burn about ten minutes. It is stated that the signal will propel itself along the track for a mile in seventy seconds. It has been tested successfully on two of the trunk lines.

The adjourned meeting of the New York & New England stockholders was held at Boston yesterday. About fifty stockholders were present, less than half the number attending the first meeting. The reorganization committee reported the following ticket for directors: A. C. Tower, of Philadelphia; John Keane, jr., Thomas C. Platt, Benj. F. Tracy, of New York; Spencer Erven, James F. Sinnott, of Philadelphia; Arthur Brock, of Lebanon, Pa.; B. F. Vaughn, of Providence; D. S. Plume, of Connecticut; Arthur Sewall, of Portland; Gordon Abbott, Charles T. Adams, A. S. Bigelow, F. Lowell, F. M. Weld, of Boston; John G. Moore, Gen. Samuel Thomas, of New York; John A. Doane, of Chicago; M. K. Perry, of Rhode Island. The new directory is considered to be a very strong one and was received with applause.

Additional Easter Services.

The choir of the Fourth Presbyterian Church, under the direction of Miss Lella A. Parr, will give the following programme on Easter:

Morning service—Anthem, "I am He that Liveth," Simper, Miss Lella Parr and choir; soprano solo, "The Resurrection," Shelley, Miss Clara Isensee; anthem, "Crown Him Everlasting King," Warren, Miss Alice Somerville, Miss Kate Vinnedge, Mr. E. Plummer, Mr. Robinson and choir. Evening service—Anthem, "Alleluia," Crowe, Miss Isensee, Miss Parr, Mr. Plummer and choir; duet, "Hark, Hark, My Soul," Shelley, Miss Isensee and Miss Parr; alto solo, "Easter Dawn," Woodman, Miss Lella Parr.

At St. Patrick's Church: Morning—Mass at 10 o'clock; "Vidi Aquam;" La Prevost's entire mass in A; "Veni Creator" (Wiegand), soprano solo, by Miss Lillian Callahan; "Regina Coeli" (Lambillotte), soprano solo and chorus, Miss Maggie Gorman, soloist. At the conclusion of the mass the Te Deum will be sung by full choir. Mozart's musical vespers will be sung at the afternoon service; "Magnificat," by Generalli; "Regina Coeli;" O Salutaris (Le Prevost), a soprano solo, by Miss Margaret Bremen, with chorus. "Tantum Ergo" (Salome), Miss Estella Adams, soloist. Te Deum will conclude the afternoon service.

New Incorporations.

The Keeley Institute Company, of Plainfield, was incorporated yesterday, with a capital stock of $16,000, for the purpose of conducting a cure for drunkenness and other drug habits. The company will control a radius of territory of fifty miles from Indianapolis, and the directors are Benjamin A. Eaton, William C. Kring, Carlton Snyder and Albert S. Newby, of Indianapolis, and George Griffin, of Noblesville. The entire amount of capital stock has been paid in by the purchase of the institute from Syfers, McBride, Webster and Dr. F. G. Cross.

The Hygienic Ice Company, of Connersville, was also incorporated yesterday, with a capital stock of $20,000 in fifty-dollar shares. Jedediah L. Peck, Leander T. Bower and James N. Huston.

Banana Peddlers Arrested.

Yesterday afternoon, about 4 o'clock, Washington street was covered with Italian banana peddlers, who, when ordered to extend their route to other streets, gave no heed. About 5 o'clock five officers moved quickly along this section of the street and captured seventeen of the offenders. While these were being arrested their companions who were fortunate to escape could be seen hustling with their utmost speed down the alleys and cross streets. If the police force had been sufficient over fifty of the vendors could have been arrested. At the police station all was turmoil, as each Italian attempted to explain the situation and circumstances to the station officers, who were proof against all their pleadings. They were slated for violating the license laws.

Only Ten Men Met.

Ten men assembled in the Criminal Court room last night in response to a call for a meeting of the unemployed to consider the question of overcharges by the gas company. The meeting was called for 7:30 p. m., and the ten men waited patiently until an hour later, when they decided to adjourn. Before adjourning it was decided to pass around the hat to raise sufficient to advertise the next meeting. The hat was passed and 15 cents raised. This, with what was already in the treasury, made a fund of 90 cents to be expended in advertising the meeting. The next meeing will be held at the same place on next Wednesday night.

Home Brewing Company's Bock Beer
Is on tap to-day everywhere. Everybody is invited to try it.

IRON HALL APPEAL

Seven Errors in Law in the Lower Court's Rulings Are Alleged.

Case Reaches the Supreme Court—Booth Bell, the Alleged Actor and Villain on Trial.

The Iron Hall case reached the Supreme Court yesterday on appeal from the Marion Superior Court. In the appeal Judge Howe, attorney for the order, claims the lower court made seven errors in law. It is contended that the ruling that the Iron Hall was not an organization for charity or benevolence within the meaning of the law of Indiana was an error; that the court erred in its ruling that the order was bound to pay the full amount of the certificates at the expiration of seven years, less the payments; that the court erred in holding that there was no legal obligation on the part of certificate holders to pay the order any money whatever, and the failure to do so obligated nothing beyond the forfeiture of rights as certificate holders, and that it was an error to hold the order not a mutual company. It is asserted that it was an error for the court to hold that, because of fraudulent conduct of officers and maladministration, it is impossible for the Iron Hall to continue its business, and to make the receivership permanent, and to distribute the money.

BOOTH BELL ON TRIAL.

One of His Young Victims Tells the Story of an Assault.

The trial of Booth Bell for criminally assaulting Lavonia Sherman was begun before a jury in the Criminal Court yesterday morning. The case is one of that character which always attracts large crowds to a court room. Henry N. Spaan is presiding as judge pro tem. The prosecuting witness in her testimony gave in detail the facts relating to her first meeting with Kidd, alias Booth Bell. She met the defendant through a girl named Yates, residing in the Abbett Block on Virginia avenue, who had already contracted with Bell for a trip with his company. The Yates girl introduced the Sherman girl to him. She made known her desire to go upon the stage and was told she would have to wear tights and would have to be measured for them, to which she assented. She went into the details of the conduct of Bell while making the measurements and the assault upon her. The defendant himself, upon the witness stand, described in detail the process of making the measurements. Upon the stand he displayed a sangfroid that was provoking.

Why Mr. Coe Was Sued.

In the suit filed against Henry Coe by the German Fire Insurance Company, of Illinois, to recover a certain sum, it is shown that Mr. Coe holds the money by reason of an injunction secured against him by the Columbian Encaustic Tile Company, of Anderson, which sustained a loss by fire and had the property insured in the Illinois company, of which Mr. Coe was agent. The company withdrew from business in this State, and to secure its claim the Anderson company tied up the funds in Mr. Coe's hands belonging to the company till the court should pass upon the merit of its claim.

Mrs. Brueing Says She Was Traded.

In the Police Court yesterday morning Edward N. Mack was fined $5 and costs for loitering. Annie Brueing, Mabel Green, Maggie Jones, William Brueing, J. W. Staton and W. H. Whitefield, the latter two colored, were arrested for a broil in which they engaged upon the canal bank. In the Police Court Mrs. Brueing testified that her husband had traded her to Staton for a younger white girl. The entire crowd was sent to the workhouse.

George Harris was sent to the workhouse for thirty days and fined $100 for loitering.

Hobbs Recovers $1,800 Damages.

Henry S. Hobbs, who was rendered partially deaf by injuries received in a collision between an electric and mule car on East Washington street, was given a verdict against the company for $1,800 in Room 3 of the Superior Court yesterday.

Esmerelda Daniels Wants Judgment.

Esmerelda Daniels yesterday filed suit against the street-car company asking damages in the sum of $5,000 for injuries received while attempting to board an Irvington car at the corner of Pennsylvania street and Virginia avenue.

Wholesale Jeweler Files Mortgages.

L. L. Norton, a wholesale jeweler on West Maryland street, has filed chattel mortgages aggregating $4,600. The mortgages cover his stock of jewelry and are in favor of L. S. and Alice Norton, Kate Burnheim and others.

Only Fined in Criminal Court.

Peter M. Burns and wife were fined $20 and costs each for selling liquor on Sunday. In the absence of Judge Cox, Henry N. Spaan acted as special judge.

THE COURT RECORD.

Superior Court.

Room 1—James M. Winters, Judge.

Cleaveland Fence Company vs. Geo. Smith et al; mechanic's lien. On trial by jury.

Emma Bradford vs. Elizabeth Baughman et al.; note. Judgment for plaintiff for $234.63.

H. C. Fisk et al. vs. W. B. Clay et al.; notes. Dismissed and costs paid.

Lee Fuimer vs. S. L. Morrow; street lien. Dismissed and costs paid.

Room 2—J. W. Harper, Judge.

Hunter Milliken vs. John O. Beard; replevin. Trial by court. Finding and judgment for plaintiff for $110.

Isaac Robig vs. Charles Winters et al.; suit on note. Cause dismissed at plaintiff's cost.

Henry C. Doremus vs. Emma M. Doremus; divorce. Cause dismissed for failure to prosecute.

Minnie M. Newby vs. Ora Newby; divorce. Cause dismissed for failure to prosecute at defendant's cost.

Room 3—Pliny W. Bartholomew, Judge.

Henry S. Hobbs vs. Citizens' Street-railroad Company; damages. Jury finds for plaintiff in sum of $1,800.

Geo. W. Winpenny vs. Lacey McKenzie; commission. On trial by jury.

Calvin W. Kiefer vs. Stephen Mackey; to satisfy mortgage. Dismissed at plaintiff's cost.

Circuit Court.

Edgar A. Brown, Judge.

Pioneer Brass Works vs. Oliver Klingensmith's Estate; claim. Allowed by administrator for $26.14.

Dr. H. C. Castor vs. Alice Roberts's Estate; claim. Dismissed and costs paid.

Flanner & Buchanan vs. Alice Roberts's Estate; claim. Dismissed and costs paid.

Reuben Cline vs. Isaac Meyers; slander. Demand, $10,000. On trial by jury. Hon J. E. McCullough presiding.

New Suits Filed.

Lewis C. Gale vs. Valentine Hoffman et al.; to foreclose mortgage and for receiver. Superior Court, Room 2.

Samuel A. Hicks vs. Joseph M. Hightshoe et al.; damages. Demand, $1,600. Superior Court, Room 1.

Julia Shubrick vs. Andrew Secrist; note. Superior Court, Room 2.

Dennis Bryan et al. vs. Patrick McNulty et al.; on appeal bond. Superior Court, Room 1.

Esmerelda Daniels vs. Citizens' Street-railroad Company; damages. Demand, $5,000. Superior Court, Room 3.

Charlotte Varner vs. Dennis S. Varner; divorce. Superior Court, Room 1.

Minnie Metzler vs. John Metzler; divorce. Superior Court, Room 2.

Captured His Bicycle.

Oscar Hupp was arrested last night for stealing a bicycle from F. A. Ciresben, residing at No. 2 Shriever avenue. Ciresben was standing on the corner of Wabash and Pennsylvania streets when Hupp rode by on the bicycle. Ciresben knocked Hupp from the wheel and attempted to hold him until an officer arrived. Hupp succeeded in breaking away, but was afterwards captured by Ciresben and an officer who happened to see the fleeing man.

Tramps Becoming Bothersome.

Last night about 8 o'clock word was received at the police station that about twenty-five tramps were in box cars in the Vandalia yards at West street, and were making themselves very obnoxious. Capt. Campbell, with five patrolmen, went there to arrest them, but found only five harmless-looking individuals, the others having received a tip and fled.

Soon after this word was received that the Big Four yards, in the southeastern part of the city, were overflowing with hordes of the "profesh." A detail of four officers was sent to arrest them, but only five of the number were captured. One of the number, giving his name as William Travors, carried a razor. He was slated for carrying concealed weapons. The remainder were charged with vagrancy.

PERSONAL AND SOCIETY.

Miss Henrietta Kitchell entertained a few friends informally last evening.

Miss Sarah Kinder is visiting her niece, Mrs. Robert A. Miller, at Canton, O.

Miss Rogers, of Princeton, Ill., is the guest of Mrs. Lowe Carey, on West St. Joseph street.

At the meeting of the Crescendo Club, yesterday, the subject was "Felix Mendelssohn Bartholdi."

Mrs. William Davie, of Columbus, is visiting Misses Nellie and Winifred Wiles, on North Delaware street.

The Woman's Club will entertain the members of the Indiana Union of Literary Clubs May 3 at the Propylaeum.

Mr. and Mrs. John S. Spann and Mrs. T. H. Spann returned yesterday from a visit to Asheville, N. C., and St. Augustine, Fla.

Mrs. Hartzel Stem, who has been visiting her mother, Mrs. Kackley, is in Chicogo en route to her home in St. Paul, Minn.

Miss Nellie Whitcomb, who has been spending some time with her aunt, Mrs. M. H. Spades, in St. Augustine, Fla., is expected home to-day.

Mrs. Julius Wocher has issued invitations for the observance of her crystal wedding anniversary, which occurs Monday, when she will give a euchre party.

The euchre party to have been given by the Cosmos Club this evening has been postponed on account of the death of Mr. Carlon, one of the club members.

The Northwestern branch of the National Woman's Missionary Society will be held in Muncie in October, and preparations are already being made for the event.

Mrs. E. B. Martindale and daughter, Mrs. Herbert Emery, of Boston, arrived home yesterday noon. Mrs. Emery will spend several weeks here with her parents.

Mr. and Mrs. James M. Leathers went to Chicago yesterday to remain till Monday with Mrs. Zerelda Wallace, who is living in that city with her daughter, Mrs. John Steiner.

Mrs. Robert Kipp and daughter entertained a few friends yesterday afternoon with a progressive euchre party at their home on East New York street. Twenty-eight ladies took part in the game, and three pretty prizes were awarded the successful contestants.

HUMMELL—GALLAHUE.

The marriage of Miss Mariam Gallahue, daughter of Mr. and Mrs. P. M. Gallahue, to Mr. Joseph Hummell, of St. Louis, took place last evening at the family residence, No. 532 North Delaware street. A large number of friends in this and other cities were invited, and about two hundred were present at the ceremony, which occured at 8:30 o'clock. The orchestra played the wedding march from Lohengrin as the bridal party entered the parlor. The attendants were Miss Paget Watrous, of Danville, Ill., and Mr. Cecil Mallon, of St. Louis. The service was pronounced by Dr. Somers, of the Universalist Church, and Dr. Henry A. Buchtel, of the Central-avenue M. E. Church. The bride wore an elegant gown of pearl satin trimmed with pearls and lace, and her only ornament was a diamond pendant, the gift of the groom. A veil covered her figure, and her bouquet was a large bunch of Bride roses. Miss Watrous wore a handsome gown of delicate green silk trimmed with fine lace, and carried a bouquet of flowers. The wedding party stood beneath a canopy of smilax and flowers, and suspended beneath it was a bell of flowers, from which, as the ceremony was concluded, a shower of flowers fell. The orchestra played "O thou sublime sweet evening star" during the ceremony. After congratulations had been offered the company was served to an elaborate supper. The bride's table was adorned with a large basket of white tulips, and the other appointments were all of white and green. The house was handsomely decorated with palms and flowers in every room. For favors the guests were presented with boxes of wedding cake, tied with dainty ribbons. There were many beautiful dresses worn by the guests. Mrs. Gallahue, mother of the bride, wore a black silk over a petticoat, trimmed with jewels, and Mrs. Wade, of Chicago, sister of the bride, wore a rich white broadcloth trimmed with jewel passementerie. Among the guests from away were Mr. and Mrs. J. R. Hummell, of St. Louis, parents of the groom; Mr. and Mrs. P. A. Hewett and Miss Grace Kenneth, of Cincinnati; Misses Terry, of Richmond; Mrs. White, of Cleveland; Mr. Harry Hart, of Chicago; Mr. George F. McCullough, of Muncie, and others. Mr. and Mrs. Joseph Hummell will go to Muncie to-day, and this evening they will be given a large reception there, with Mr. and Mrs. J. R. Hummell, who were married in that city yesterday at noon. Mrs. J. R. Hummell was formerly Miss Myrtle Williams. Mr. and Mrs. Joseph Hummell will go to St. Louis to reside, where they will go at once to housekeeping at No. 914 Compton avenue.

MR. BAHR'S CONCERT.

An event which is always greeted with an audience that fills any room in which it is given is the annual concert given by Prof. Paul Bahr and pupils. Last evening the auditorium and adjoining Sunday-school room of the new Central Christian Church was filled with friends of the Professor and his class. The programme was made up of compositions of the best musicians and the participants, who have been under the instruction of Mr. Bahr, played in a manner which was very creditable to themselves and to their instructor. Among those who took part were a number who have become known to the public by their appearances in concerts which have occurred. The pupils taking part were Mrs. Elmer Pursell, Misses Lucy [illegible], Lucia Sickles, Gertrude Selig, Minnie Clark, Ollie Pursell, Emma Spagenthal, Bertha Parker, Josie Hawes, Estella Selig, Eva Craig, Viola Burton, Mary Porter, Winna Buehler, Alice Long, Jessie Patterson, Beryl Moore, Bernice Smith, Jessie Arnold, Fannie Martin and Miss Lulu Berger. Mr. Bahr was assisted by Miss New, Mr. Neil, Mr. Smith and Mr. Spades, and as a closing number Professor Bahr played an organ selection from "Semiramide." Mr. Bahr is now the organist at the Central Christian Church.

EVANS—GRIMES.

The California-street M. E. Church was filled last evening with friends to witness the marriage of Miss Jessie Grimes, daughter of Mr. and Mrs. William H. Grimes, and Mr. Morgan Evans. At 8 o'clock the wedding march was played by Miss Denny and the bridal party proceeded up the aisle, which was bordered with palms and at the edge of the pew with white satin ribbon. The ceremony was performed by Rev. Barnhill, pastor of the church. The bride was attended by Miss Annie Potts, who wore a tasteful gown of white silk, and the groom's attendant was Mr. Harry Grimes. The bride wore a pretty white satin gown and carried a bunch of flowers. The ushers were Mr. Charles Wamsley and Mr. William Evans, and at the head of the aisle, to direct the guests to seats, was Mr. Frank Reigger. After the ceremony the families and a few of the most intimate friends went to the home of the bride's parents, No. 325 North West street, where a wedding supper was served. Mr. and Mrs. Evans will reside with Mr. and Mrs. Grimes for the present.

TOWNSEND—SPENCER.

Special to the Indianapolis Journal.

RICHMOND, Ind., March 21.—Mr. Oliver Townsend, of Martinsville, O., and Miss Emma Spencer, professor in the Biblical department at Earlham College, were married in this city to-day, Dr. Dougan Clark officiating.

SPRONG—NOSSETT.

Special to the Indianapolis Journal.

RICHMOND, Ind., March 21.—At New Paris, O., to-day, Miss Carrie Nossett and Otto Sprong, a young notary public of this city, were united in marriage.

With Spring Comes the Circus.

Advance Agent Coyle, of the Barnum & Bailey shows, is in the city. He called at the controller's office yesterday to ascertain the license fee required for giving a circus. He thinks there is a question as to his liability to pay a license to the city. He will not do so till he satisfies himself as to whether the show grounds on West Washington street are inside the limits of Haughville or not. He says the show this year has with it the "Congress of Nations," and will be an old-fashioned circus, with tumbling, leaping, etc.

Marriage Licenses.

Marriage licenses were issued yesterday to John T. Wyatt and Martha A. Mountjoy, Ora Carter and Laura E. Tout, Marshall J. Groves and Virginia Hartz, George Copeland and Mary Young, Thomas P. Rowe and Mary F. DeMoss, John Loy and Mary E. Roe, Albert Brown and Mary Talbott, Alexander Hamilton and Mollie Tate, Henry Rodey and Emma Carter, Joseph Hummel, jr., and Phoebe M. Gallahue, William L. Wilson and Hattie C. Davidson.

Waste no money. Buy Salvation Oil, the only good liniment. It kills all pain.

Those Pimples

Are tell-tale symptoms that your blood is not right—full of impurities, causing a sluggish and unsightly complexion. A few bottles of S. S. S. will remove all foreign and impure matter, cleanse the blood thoroughly and give a clear and rosy complexion. It is most effectual, and entirely harmless.

Chas. Heaton, 73 Laurel St., Phila., says:—"I have had for years a humor in my blood which made me dread to shave, as small boils or pimples would be cut thus causing shaving to be a great annoyance. After taking three bottles of S. S. S. my face is all clear and smooth as it should be—appetite splendid, sleep well and feel like running a foot race, all from the use of S. S. S.

Send for Treatise on Blood and Skin Diseases mailed free. SWIFT SPECIFIC CO, Atlanta, Ga.

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RAILWAY TIME-TABLES.

Indianapolis Union Station.
Pennsylvania Lines.
Trains Run by Central Time.
TICKET OFFICES at Station and at corner Illinois and Washington Streets.
TRAINS RUN AS FOLLOWS:
*Daily. †Daily, except Sunday.

FROM INDIANAPOLIS TO	LEAVE	ARRIVE
Columbus, Ind., and Louisville	*3.35 am	*11.00 pm
Philadelphia and New York	*4.50 am	*10.15 pm
Baltimore and Washington	*4.50 am	*10.15 pm
Dayton and Springfield	*4.50 am	†10.15 pm
Martinsville and Vincennes	*7.45 am	*5.05 pm
Richmond and Columbus, O.	*8.00 am	*3.20 pm
Madison and Louisville	*8.05 am	†5.50 pm
Logansport and Chicago	*11.15 am	*3.30 pm
Dayton and Columbus	*11.45 am	*9.00 am
Dayton and Springfield	*3.00 pm	*12.45 pm
Philadelphia and New York	*3.00 pm	*12.45 pm
Baltimore and Washington	*3.00 pm	*12.45 pm
Columbus, Ind., and Louisville	3.30 pm	*11.05 am
Knightstown and Richmond	*4.00 pm	*8.50 pm
Columbus, Ind., and Madison	*4.00 pm	†10.15 am
Martinsville and Vincennes	*4.00 pm	†10.45 am
Pittsburg and East	*5.10 pm	*11.40 am
Dayton and Xenia	*5.10 pm	*11.40 am
Logansport and Chicago	*11.20 pm	*3.25 am

VANDALIA LINE.
*Daily. †Daily except Sunday.

From Indianapolis—	Leave.	Arrive.
St. Louis Accommodation	†7:30 am	†7:40 pm
St. Louis Fast Line	*11:50 am	*5:00 pm
Trains 21 and 20	*12:55 pm	*2:50 pm
Terre Haute Accommodation	†4:00 pm	†10:00 am
Evansville Express	†12:20 pm	*3:35 am
St. Louis Express	*11:20 pm	*4:40 am

Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on night train.
Sleeping and parlor cars are run on through trains. Dining cars on Trains 20 and 21.

Best Line to Cincinnati.
For any information call at City Ticket Office, corner Illinois street and Kentucky avenue.
Trains arrive and depart from Union Station as follows:

	Leave.	Arrive.
Cincinnati Express	*3:40 am	*1:00 am
Cin., Toledo and Detroit	*6:50 am	†6:55 pm
Cin., Dayton and Detroit	†10:50 am	†7:40 pm
Cin. Vestibule Limited	*3:05 pm	*11:50 am
Cin., Toledo and Detroit	†6:30 pm	†9:20 am

*Daily. †Daily, except Sunday.

The Spring Trade
Is what you are after, and, bearing in mind the adage that "the early bird gets the worm," you should make your announcements NOW. Advertise what you have for sale and customers will come. There is no doubt about it!

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