MUST BE RESTORED

Edict of Western Railways Regarding Rates on Freight.

Presidents Gould and Reinhart Requested to Co-Operate—East-Bound Shipments from Chicago.

The lines in the Western Freight Association have made up their minds that freight rates from Chicago to the Missouri river and from the river to Chicago are much too low and must go up. The presidents of all the lines in the association met at Chicago yesterday, and decided that on May 26 all freight rates west of Chicago, both east and west-bound, shall be returned to the schedule in effect on May 1. This includes Colorado business as well as all other business in the territory of the association. The roads represented at the meeting announced that they intended to hold these rates, no matter what lines outside of the association may see fit to do. A telegram announcing the action taken at the meeting was sent to George Gould, of the Missouri Pacific, and President Reinhart, of the Atchison, asking them to co-operate with the association lines. Answers to these telegrams are expected to-day. The rates which will go into effect May 26 are the rates which existed before the recent reductions were made.

The Western Passenger Association lines are waiting to hear from the Atchison as to whether it will accept the proposition published last week for the solution of the troubles of the association before taking any action themselves. A meeting is called for to-day and an answer is expected by that time. The majority of the association lines are firm in the opinion that the answer will be favorable, and that the troubles of the association for the time being will be over. It is difficult to see how the Atchison can do anything but accept the proposed arrangement, as the other lines have conceded everything it has asked of them.

Western Roads Acting Independently.

It was recently announced that the Chicago & Rock Island had decided to abolish all through rates in connection with the trunk lines. Now it is announced that several other Chicago roads will take a similar course, and also the lines west of St. Louis. The trunk lines, however, do not seem much disturbed over the matter. General Traffic Manager Guilford, of the New York Central, a road which will feel it more than any other of the trunk lines, says the decision was due to the refusal of the Eastern lines to accede to a proposition to give the Western lines a greater share of the rates. It would have no very appreciable effect. The rates between Chicago and St. Louis and the seaboard would remain the same. "Beside," said Mr. Guilford, "the Western lines will draw down the wrath of the communities whose goods they transport, and that will make them return to the old rates."

East-Bound Shipments.

East-bound shipments from Chicago during last week were 52,856 tons, against 55,779 for the week preceding and 58,390 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 5,570; Wabash, 5,787; Lake Shore, 8,332; Fort Wayne, 4,452; Panhandle, 5,789; Baltimore & Ohio, 3,260; Grand Trunk, 7,522; Nickel-plate, 4,871; Erie, 5,250; Big Four, 1,973. Shipments were made up of the following articles in tons: Flour, 1,615; grain and mill stuffs, 24,116; provisions, lard, etc., 7,558; dressed beef, 10,567; butter, 1,319; hides, 1,051; lumber, 5,336; miscellaneous, 1,249. Lake shipments amounted to 54,473 tons, against 101,989 tons for the preceding week.

Personal, Local and General Notes.

The Barney & Smith car works have declared a quarterly dividend of 2 per cent., payable June 1.

The Wabash earned in the first week of May $181,200, a decrease as compared with the same week of 1893 of $48,110.

The New York Central has taken off twelve freight trains on the Albany division because business has fallen off.

The general managers of the Indianapolis lines will hold their regular monthly meeting to-day at the Union Station.

M. E. Ingalls, president of the Big Four, will not sail for Europe until May 30, but will leave Cincinnati on the 25th.

It is stated that Rollin H. Wilbur is to be the successor of Theodore Voorhees as general manager of the Lehigh Valley.

The Pennsylvania claims to be the first road to introduce through sleeping car service, a switch and signal system, and vestibuled trains.

In the week ending May 12 there were transferred over the Belt road 12,769 cars, and Belt-road engines handled 669 cars of stock at the yards.

A. S. Knapp, master of transportation of the Peoria & Eastern, has been called to New York on account of the probable fatal illness of his mother.

A series of telephone tests is now making on three Western lines, with a view of substituting the telephone for the telegraph in operating the roads.

F. E. Miner, agent of the Big Four for some years at Fowler, has resigned to go into business in Chicago, and is succeeded as agent by his brother.

The Pennsylvania has purchased the Cresson & Clearfields road. It was formerly operated as a Pennsylvania line as part of its Altoona division.

H. R. Duval, president of the Florida Central & Peninsular, has been in this section for a couple of days, and visited Wm. R. McKeen, at Terre Haute.

Owing to the coal strikes on the Chesapeake & Ohio, the earnings the first week of May dropped $82,421 below those of the corresponding week of 1893.

Marvin Hughitt says the Missouri Pacific is the only obstruction to the adjustment of rate matters, and it is hoped that George Gould will fall in line with the other roads.

It is stated that there are to be a number of other changes in the operating department of the Chicago Great Western road; in fact, changes in all departments are looked for.

Bellemy Sutton, ex-superintendent of the Cairo division of the Big Four, was in the city yesterday, having just returned from California. He says he will return to railroading after taking a good rest.

J. B. Connors, formerly superintendent of the Toledo, Ann Arbor & North Michigan, has been appointed Western superintendent of the Postal Telegraph Company, with headquarters at Denver, Col.

It is stated that there is now such an army of unemployed railroad men in Chicago that any one of the trunk lines, in case of a strike, could be equipped within twenty-four hours with a force to operate the road.

W. M. Root, Commissioner of Insurance for the State of Wisconsin, has completed the examination of the affairs of the Railway Officials' and Employes' Association, and expressed himself highly pleased with the results.

Yesterday was a field day in passenger business. Most of the trains came in with one or more extra coaches. On Train 20, on the Vandalia, conductor Trindal's report showed 206 local and thirty-eight through passengers carried.

The executive committees of the Trunk Line and the Central Traffic Association will meet again this week in New York to try and harmonize east-bound lake and rail rates, which have dropped recently from a 20-cent basis to 12½ cents, Chicago to New York.

The reorganized Chicago and Ohio River Traffic Association will hold its first regular meeting here to-day (freight department.) It is expected that Mr. Tucker, the new commissioner, and H. H. Fulton, who is to be secretary of the association, will be in attendance.

It is stated that the Lake Shore and Michigan Central are now in a condition physically to transport freight traffic at the lowest possible cost, and if ever a struggle comes in freight rates for the survival of the fittest, it is safe to say that these roads will be in the front.

A decision has been handed down recently in New York State by the Supreme Court which permits a first-class passenger to ride free in a drawing-room car if all the seats in a passenger coach are occupied, which means that a railway company must provide seats for each passenger.

Superintendent Zion, of the Union Railway Company and Belt road, has asked the general managers and superintendents of the Indianapolis lines to make a trip around the Belt to-day. He will try and arrange for those in attendance at the Chicago and Ohio River Traffic Association to join the party.

The Pennsylvania railroad department of the Young Men's Christian Association at Philadelphia, last week, held its commencement exercises, and diplomas were given to forty-six members of the classes in stenography, telegraphy, mechanical draughting, bookkeeping, arithmetic and penmanship.

Chauncey M. Depew says the trunk line presidents have virtually abandoned the $10,000 penalty on passenger rate violations, as proposed by himself and adopted largely by his fellow presidents in the Trunk-line Association. It will be put in some other shape, but he could not say what would be done at present.

Dr. Belknap, of Niles, and Dr. Bell, of Benton Harbor, railway surgeons of the Big Four at those points, returned yesterday from Galveston, Tex., where the annual meeting of railway surgeons was held, at which nearly 1,500 surgeons were present. Dr. Ford, chief surgeon of the Big Four, was elected secretary of the association.

The new tunnel through the Jersey palisades, built by the Susquehanna railroad, costing $3,000,000, is completed, and will be formally opened for coal traffic to-day. The tunnel is nearly two miles long. Work was begun on it about eighteen months ago. Twelve Italians were killed about six months ago by the falling of a part of the trestle.

S. M. Felton, president of the Queen and Crescent, who has been in New York for two weeks, has returned to Cincinnati. He speaks of the outlook for a friendly reorganization of the Southern Steamship and Railway Company Association as being very favorable. The term of E. B. Stahlman as commissioner of the present association, which is badly demoralized, does not expire until Sept. 1.

In speaking of the security holders of the Peoria, Decatur & Evansville employing George Bradbury, general manager of the Lake Erie & Western, to inspect and report as to the condition of that property, the Financial Investor says: "The stockholders of this road have decided that it is time to act, and consequently a committee has been appointed to represent their interests. While this committee will co-operate with the bondholders' committee, of which Mr. C. S. Fairchild is chairman, it will insist upon immediate action. It is its intention to examine into the exact condition of the road. For this purpose a practical railroad man will be chosen and the matter will be prosecuted in an entirely practical way. When this expert has completed his report, some plan for reorganization will be at once drawn up. Anything which seems to demand investigation will receive thorough questioning. No stone will be left unturned to discover the exact status of all matters pertaining to the road." In the better days of that road Mr. Bradbury was its general manager.

The Eclipse Bicycle Company, of this city, has come into absolute control of the Abernethy patents relating to signals, semaphores and switches for railroads. One great advantage the Abernethy signals have over anything now on the market is that trains can be signaled when passing stations, and yet will not have to so much as slow up to get a caution signal. The semaphores are in use on the main line of the B. & O. S. W., the Pennsylvania system west of Pittsburg, the Sandusky Short line, and other roads. The signal committee of the Pennsylvania railroad east of Pittsburg has taken up the matter of adopting the Abernethy on the entire system. H. H. Fulton, president of the company, returned to the city Saturday from Montgomery, Ala., where he met Mr. Dunham, general superintendent, Mr. Jack, assistant to the president, and Mr. Rutherford, superintendent of motive power of the Plant system, and these semaphores are to be introduced on the entire fifteen hundred miles of this great road. Another valuable feature of the Abernethy device is the interlocking of signals. A switch cannot, in any way, be opened till the danger signal has been set. It is also impossible to put the danger signal to safety till the switch has been closed. The semaphores and interlockers have been ordered by Mr. Turner, superintendent of the Panhandle, and Mr. Graham, superintendent of the Baltimore & Ohio, to be placed on the C. & O. division of these roads between Newark and Columbus.

CRAIG ARRESTED AGAIN.

A Saloon Keeper Who Profited Not by His Former Experience.

Yesterday morning George Craig was arrested for selling liquor without a license by patrolman Laird. When arrested he went into a barber shop next door, owned by Tom McGinty, and whispered something to him and gave him the keys to the saloon. Craig was taken to Police Court, and it became necessary to have McGinty as a witness, so Laird was sent after him. When the officer reached the place he was very much surprised to find McGinty behind the bar with an apron on serving the drinks to about a dozen customers. Laird arrested McGinty, and this time locked up the place himself and took charge of the keys. This is the saloon at No. 249 West South street, which was formerly owned by Dennis Cullity. The license was revoked a few weeks ago by the Mayor on account of repeated violations of the law. At the time of the hearing before the Mayor Cullity asked the Mayor to be lenient with Craig because, Cullity said, he had only been in the State a few weeks, and was not familiar with the law.

BRUISES ON HER BODY.

Carroll County Aroused Over an Insane Asylum Death—The Facts.

Charges have been made by citizens of Carroll county, and publicly, that the body of Mrs. Mary G. Wassen was badly bruised when taken from the Central Hospital for the Insane at Indianapolis by an undertaker last week. Some of them think she did not die from natural causes. Another case is reported in which it was stated that the body of Emma Stansel, of Rockfield, who died at the hospital, was also received by the undertaker in a deplorable condition.

It was stated at the hospital last night that Mrs. Wassen had been at the institution for only four days, and that when she was received there were bruises on her face. She was a violent patient, and lived but a short time after being received at the hospital. Coroner Beck investigates every death at the hospital, and there has been none recently to which was attached any suspicion of foul play or mistreatment.

AMUSEMENTS.

Park—The Inside Track.

The Holden Comedy Company began a week's engagement at the Park Theater yesterday afternoon, presenting "The Inside Track," which was repeated last night and will be given again to-day and to-morrow. The company is an evenly balanced one, and is well equipped for the production of such plays as it offers. Mr. Harry Holden appears as Harry Denbigh, and invests the character with much spirit, while Harry Jackson, as Jim, the London tough, and Kittie De Lorme, as Jerry Twadle, played their parts admirably, the other members of the company presenting their various characters in a satisfactory manner. "The Inside Track" is one of the best of the sensational comedy dramas, and the audiences were well pleased with the performances. On Thursday afternoon "The Little Captain" will be presented and continued during the remainder of the engagement.

Amusement Notes.

The engagement of the International Vaudevilles will begin at the Grand Opera House to-night, and will cover performances to-morrow afternoon and to-morrow and Thursday nights. Among the specialty performers in the company are Lester and Allen, Dollie Brooks, Maud Delty, Conway Brothers, Capitola Urline, Constantine and Lyons, Mlle. Eulalia, Kenwick Sisters and Mullen and Magee. In connection with these will appear Dan Creedon, Tom Tracy, Bobby Dobbs and Dick Moore, who will give a series of boxing exhibitions. Low prices will rule.

The Bad Feeling Is Gone.

WEBB, Ind., May 6, 1894.—I was nervous and had no appetite and thought I would give Hood's Sarsaparilla a trial. Since taking it the bad feeling has all gone. LUE WOOD.

Hood's pills cure sick headache.

NEWS TO THE MAYOR

Never Intended to Ask Drs. Hays and Hammond to Resign.

Dr. Moffett Did Not Refuse to Turn Over His Keys—South Meridian-Street Brick.

The story that Dr. Moffett, ex-superintendent of the Dispensary, had refused to turn over the keys to his successor, Dr. Geis, as printed in some of the newspapers, is proved to be entirely without foundation. Dr. Geis took charge of the office last Saturday at noon within four hours after he was appointed. The ousting of Dr. Moffett was so sudden that he asked permission to use the office for a few days until he could secure a location, and it is supposed some enterprising reporter saw him about the place on Sunday and could not resist the opportunity of writing up a good story. Dr. Geis says that he has had no differences with Dr. Moffett, but is a warm friend of his.

The report that Mayor Denny would ask for the resignation of Drs. Hayes and Hammond is equally as fabulous. The Mayor said yesterday that he had never thought of such a thing as asking for the resignations of these two gentlemen.

Dr. Earp filed his bond and was sworn in as a member of the Board of Health yesterday morning. The bond was for $2,000, with Robert F. Catterson as surety.

Dr. Theodore Wagner's Claim.

Dr. Theodore Wagner, who looked after the recent smallpox cases, filed his bill yesterday with the Board of Health. He asks for $300 for his services.

WITH HALLWOOD BLOCKS.

Board of Works to Award the South Meridian-Street Contract.

The Board of Works opened the following sealed proposals submitted for public improvement yesterday:

For paving with brick on a concrete foundation, to a width of thirty feet, the roadway of Wabash street from Alabama to New Jersey street:

W. C. Allen & Co.—Wabash repressed brick, Portland cement filling, $3.65; Murphy grout filling, $3.80; Mack standard fireclay brick, $3.45; Mack repressed fireclay brick, $3.59; Mack block fireclay brick, $3.66; Portland cement or tar filling to be used with Mack brick. B. Porter & Co.—Wabash Clay Company repressed brick, with Portland cement grout filling, $3.75. Harne & Hallwood—Hallwood block, pitch or grout filling, $3.57. Capital Paving and Construction Company—Wabash Clay Company standard brick, with Portland cement, $3.33. Acme Paving and Contracting Company—Wabash brick or paving blocks, $3.22. Browder & Shover—Harris block of Zanesville, O., Portland cement grout filling, $3.18; Murphy grout filling, $3.21; Hallwood block, Portland cement grout filling, $3.12; Murphy grout, $3.15; Wabash repressed brick or block, Portland cement grout filling, $3.06; Murphy grout filling, $3.09. The Indiana Paving Brick Co.—Indiana paving brick, Murphy grout, $2.58. Fulmer, Seibert & Co.—Wabash Clay Company brick or block, Portland cement or Murphy grout filling, $2.54. The board awarded the contract to Fulmer, Seibert & Co. at $2.54 a lineal foot on each side of the street; Wabash Clay Company brick, with Murphy grout filling, to be used.

For paving with brick, to a width of sixty feet, the roadway of Meridian street, from Washington to South street:

Acme Paving and Contracting Company—Wabash Clay Company repressed brick, with any curb except granite; Murphy grout filling, $8.65; Wabash paving block, any curb except granite, Murphy grout filling, $8.30; with granite curb and Portland cement filling, Wabash repressed brick, $8.83; Wabash paving block, $8.50. With granite curb and Murphy grout filling, Wabash repressed brick, $8.50, Wabash paving block, $8.55.

Hoosier Paving Company—Wabash Clay Company repressed brick, with Murphy grout filling, and using any curb except granite, $11.68.

The Western Paving and Supply Company—Canton standard, any curb except granite, $8.83; Canton end cut, any curb except granite, $8.88; Canton repressed, any curb except granite, $8.96; Malvern standard, any curb except granite, $8.67; Malvern repressed, any curb except granite, $8.88; Wabash Clay Company block, any curb except granite, $8.11.

W. C. Allen & Co.—Wabash repressed paving brick, with Portland cement grout filling, $9.39; Murphy grout filling, $9.63; any kind of curb excepting granite, which, if used, shall be increased 30 cents per foot: Mack standard, with Portland cement grout, $8.99; Mack repressed, with Portland cement grout, $9.29. If Murphy grout is used price to be increased 24 cents. Any kind of curb excepting granite, which, if used, shall cost 30 cents additional.

Fulmer Sibert & Co.—Wabash Clay Company brick or block, Portland cement or Murphy grout filling, granite curb, $9.13; any other curb, $8.83.

Browder & Shover—Hallwood block, with oolitic or stratified curb, Portland cement grout filling, $8.20; Murphy grout filling, $8.28. Wabash Clay Company repressed brick or block, with oolitic or stratified curb, Portland cement filling, $8.08; Murphy grout filling, $8.16. Zanesville block, with oolitic or stratified curb, Portland cement filling, $8.36; Murphy grout filling, $8.44. Wabash Clay Company paving block or repressed brick, with oolitic or stratified curb, with asphaltic paving cement filling, $8.29.

Capitol Paving and Construction Company—Wabash Clay Company standard or repressed brick or block, with Portland cement grout or tar filling, stratified curb, $8.39; granite curb, $8.64. If Murphy grout is used add 24 cents.

The Indiana Paving Brick Company—Indiana paving brick or block, using Portland cement or Murphy grout filling, stratified curb, $8.78; oolitic curb, $8.78; granite curb, $9.08.

Harne & Hallwood—Hallwood block, any curb except granite, with pitch or grout filling, $8.56; with granite curb add 40 cents. Wabash block, any curb except granite, with pitch or grout filling, $8.36; with granite curb add 40 cents. Jones blue granite, any curb except granite, with pitch or grout filling, $7.55; with granite curb, 40 cents extra.

The board deferred the award of the contract, but it will be awarded to Harne & Hallwood, of Coulmbus, O., as soon as the board determines just which of their bids to accept.

A petition was filed asking for water mains on Johnson avenue from Washington to Michigan street. No action was taken by the board.

Final action was taken on the resolutions providing for a main sewer in Morrison street and a cement walk on the south side of Twelfth street, from Illinois to Tennessee street.

NO GOVERNMENT APPROPRIATION.

A Serious Backset to the Clifford-Avenue Improvement.

After the remonstrance against asphalting Clifford avenue was filed with the Board of Works several persons had their names taken off of it before the board rendered any decision as to its sufficiency. When the petition was considered by the board it did not contain enough names to defeat the improvement. The remonstrators now claim that the removal of the names was accomplished through fraudulent representations made by the asphalt companies.

In regard to the arsenal frontage, Congressman Bynum writes that the government has no appropriation from which it could pay for an asphalt street, but that he would endeavor to get an appropriation for the purpose.

Professor Moulton's Last Lecture.

The last of the university extension course lectures by Prof. Richard Greene Moulton was given last evening at High-school Hall. Mrs. Sewall announced that the committee had secured Dr. Moulton for a course of lectures for next year. Two courses in literature in English will be given, and those who would like to join are asked to send their name and address and their preference for history, sociology or science as a subject for one course. Dr. Moulton announced that the examinations for the lectures just given would be held at the Girl's Classical School next Saturday morning, at 9 o'clock, and that those who had sent in four papers would be eligible to take the examination.

Then a general talk on the whole subject, "Stories as a Mode of Thinking," was given. The first thing in the study of fiction, he said, is to remember its dignity. It has not always been recognized as worthy. The grandmothers taught that to read a novel was a moral offense. People sometimes say that they have no time for fiction, and that when they read they choose something founded on fact. Dr. Moulton advises those who have time to choose fact, for the best thing for the busy person is fiction. To prove that some of the greatest thinkers have chosen fiction rather than fact he quoted Scott, Dickens, Thackeray, George Eliot and the great poets. In all ages writers have chosen fiction. Aesop chose fable, Plato's philosophy is fiction, and the greatest of all is He who spoke in parable. A person cuts himself from the best literature who does not read fiction. He said that one of the greatest objections the enemy to fiction had was that it was "made up." In defense he said so were the experiments of scientists. "Fiction is the experimental side of human science and literature is human science." In studying a story Professor Moulton recommended selecting the characters and studying them as portraits, then taking the characters in groups, then the plot, which is like the application of the design to life or human interest; then the mechanism or the dramatic background of nature. Every story betrays the author's thought on some subject.

LETTERS OF A COWARD.

They Seek to Injure the Big May Music Festival.

Some evil-minded person has been taking a very contemptible means of trying to prejudice the county newspapers of the State against the May Music Festival, and the management of the festival is making strenuous efforts to locate this person. Yesterday one of the directors received a letter from the Lebanon Pioneer inclosing an anonymous circular letter which he had received a short time ago. This letter stated that the festival would be a very commonplace affair, and was a scheme devised merely to bring people to Indianapolis that they might trade with the merchants of this city. It is also claimed that the festival management had extended no courtesies whatever to the county press, and that the newspapers of Indianapolis had been subsidized. The circular letter was on this general tenor.

The postmark on the letter was so blurred that the place from which it was sent could not be determined, but the termination of the place was "sville." Louisville has a small musical affair this week, and it might be that the letter was sent out from there, though none of the directors are willing to believe that anyone connected with the Louisville musical society would be guilty of such a trick. Cincinnati feels disappointed that Indianapolis should have a bigger and earlier festival this year than the Queen City, but no suspicion attaches to the management of the Cincinnati affair or anyone connected with it. The local management has a suspicion, indeed, that the contemptible letters emanated from this city. The county editors hold these letters in the same light that they would any letter sent anonymously by a coward.

FOREIGN IRON HALL CLAIMS.

Several Hundred Filed in Court—The Pennsylvania Funds.

Ayres & Jones yesterday filed several hundred claims against the Iron Hall in Judge Winters's court, aggregating nearly $100,000. These claims have been forwarded from Baltimore and are a miscellaneous lot, including claims of all descriptions, ranging from a few dollars to $3,000.

Yesterday morning Receiver Failey received the proofs of claims in the Pennsylvania Iron Hall receivership, which completes the preliminary arrangements for the participation of the Pennsylvania members.

The attorneys for the Iron Hall have notified the other attorneys that they will ask the Supreme Court to-day to advance the case on the docket.

Wants a Speedy Decision.

D. W. Howe, attorney for the Iron Hall, filed a petition in the Supreme Court yesterday urging a speedy decision in this case. He sets forth in his petition that the appellants whom he represents have done everything possible to hasten the litigation, and while he doesn't charge the appellees with delaying it, he protests against their taking advantage of the ninety days in which to file a brief. If they choose to take the limit of time, he urges that a decision cannot well be rendered before the latter part of September. The attorney asks the court to compel the return of the record to the file within a very short time, and to request the appellees to at once file a brief if they desire to do so, in order that the appeal may be considered and decided as early as is practicable.

Sunday School Institute.

The Sunday-school Institute was held yesterday afternoon and evening at Grace Cathedral. The first exercise of the afternoon was on the subject, "The Bible in the Sunday School; Its Place and How to Use It." The topic was considered by Mrs. J. L. Ketcham and Mrs. Aurelia R. Hale, both members of Christ Church. Rev. Charles R. Hodge, precentor at St. Paul's Church, read a paper on "Sunday-school Music; Its Character and Use." The subject was very generally discussed by the members, informally. Nearly all of the speakers for the afternoon session were local. Last evening a much larger audience listened to several interesting talks. Bishop Hugh Miller Thompson, of Mississippi, who spoke Sunday at St. Paul's, talked about the value and the work of the Sunday-school teacher. "The True Character of the Sunday School, and Its Relation to the Church" was the subject considered by Rev. J. H. W. Blake, of Lafayette. The Rev. D. I. Hobbs, of Logansport, had for his subject "The Rector and the Sunday-school Relation; Organization of School; Course of Instruction." Rev. F. O. Granniss, who frequently visits this city, spoke on "The Sunday-school Teacher; Relation to the Rector; to the Class; Preparation for Teaching; the Great principle Underlying All Class Work."

A Flag for the Newsboys.

There was an interested audience at the Tabernacle Church last evening. The occasion was the presentation of a flag by Mr. Wallace Foster to the boys of the Newsboys' Home. Everything was patriotic. Mr. Foster made a speech which aroused the enthusiasm of the boys, and they in turn showed him how well they knew how to march. Mrs. Goetz sang the "Star-spangled Banner" and Mr. William Daggett sang "Columbia, the Gem of the Ocean." Willie Phillips recited. The boys are very proud of the flag, which is a handsome one. Mrs. Caleb Denny, Mrs. McGilliard and others have been instrumental in making the entertainment a success.

A Sledge Hammer Slipped.

A sledge hammer in the hands of a workman employed in the new sewer on Meikel street glanced off a stake which he was driving into the ground, yesterday afternoon, and struck Joseph Sullivan, a fellow-workman, on the head. Sullivan fell unconscious into the bottom of the sewer. He was removed to his home, No. 70 Church street, where his injuries were dressed by Dr. Durham. Sullivan suffered a deep gash in the head that will prove serious, but not fatal.

Sufferers from Piles

Should know that the Pyramid Pile Cure will promptly and effectually remove every trace of them. Any druggist will get it for you.

ANIMAL EXTRACTS

PREPARED ACCORDING TO THE FORMULAS OF

Dr. WILLIAM A. HAMMOND,

AND UNDER HIS SUPERVISION.

TESTINE.

In exhaustive states of the nervous system, resulting from excessive mental work; emotional excitement or other causes capable of lessening the force and endurance of the several organs of the body; depression of spirits, melancholia, and certain types of insanity; in cases of muscular weakness, or of general debility; neurasthenia, and all irritable states of the brain, spinal cord or nervous system generally; in nervous and congestive headache; in neuralgia and in nervous dyspepsia; in weak states of the generative system—in all of the above-named conditions, Testine will be found of the greatest service.

Dose, Five Drops. Price (2 drachms), $2.50.

Where local druggists are not supplied with the Hammond Animal Extracts they will be mailed, together with all existing literature on the subject, on receipt of price by

THE COLUMBIA CHEMICAL CO.
Washington, D. C.

HENRY J. HUDER, Agent for Indianapolis

SYRUP of FIGS

ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and $1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept an substitute.

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N.Y.

CAPON SPRINGS and BATHS

HAMPSHIRE COUNTY, W. VA.

Offers to the citizens of Indiana and elsewhere superior ALKALINE LITHIA WATERS. Also IRON WATERS second to none. Alkaline Lithia Baths any temperature. Superb climate. Rates low. Drainage first-class. Splendid Band for Lawn and Ballroom. Write for Pamphlet and secure rooms. W. H. SALE.

C. E. KREGELO & WHITSETT

FUNERAL DIRECTORS,

125 North Delaware St.

TELEPHONE 564.

IN MEMORIAM.

Abromet Adolphus—Died May 15, 1893.

One year ago to-day!
Ah, me! what memories arise—
Memories, that fill our hearts with pain,
And dim our aching eyes.

One year ago to-day
Our home was filled with gloom,
For the cherished one of many hearts
Slept ready for the tomb.

Then let our sorrows cease to flow—
God has recalled his own;
And let our hearts in every woe
Still say—"Thy will be done!"

Loving Wife and Children.

SOCIETY NOTICES.

MASONIC—Keystone Chapter, No. 6, R. A. M. Stated meeting in Masonic Temple this (Tuesday) evening at 7:30 o'clock. Business of importance.

A. R. WHITE, M. E. H. P.
JACOB W. SMITH, Secretary.

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WANTED—Agents to take orders by sample at home or to travel. Expenses and good salary or commission to right party. Apply at once for samples. Address, Lock Box 1354, New York City.

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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.

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DR. C. I. FLETCHER. RESIDENCE—679 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.

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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	*3.40 pm
Dayton and Columbus	*11.45 am	*5.00 am
Dayton and Springfield	*3.00 pm	*12.45 pm
Philadelphia and New York	*3