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Does Anyone Want It for

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A 22-cord Elastic, Silk embroidered, Braided end, Grip back, Harris-wire Buckle Drawer Supporter Suspender, It brings 50c in some stores.

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THE NEW

MURPHY, HIBBEN & Co

93, 95, 97 and 99 South Meridian St.,

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Seasonable Summer Specialties

INDIA LAWS AND LINENS, DIMITY CORDS AND CHECKS, STRIPED AND FANCY MARSEILLES, LAWN SATIN PLAIDS, LENO STRIPES and STRIPED BRILLIANTS. SILK MITTS in black, cream and opera shades, all lengths and all values. We offer JAPANESE and VIENNA FANS, of our direct importation, in all the newest shades and shapes.

BIG 4 ROUTE SPECIAL SLEEPER

CHICAGO

Open for passengers at 9 p. m. and leaves Indianapolis at 12:15 a. m. daily. Returning passengers are not disturbed until 7 a. m. This arrangement is especially convenient to Commercial Travelers and Business Men.

The Popular Chicago Day Express, with parlor and Hotel Dining cars, leaves Indianapolis daily at 11:30 a. m., making direct connections for all points in the Great West and Northwest.

For tickets, parlor and sleeping car reservations call at Big Four offices, No. 1 E. Washington street, 30 Jackson Place and Union Station.

M. BRONSON, A. G. P. A.

The Cincinnati, Hamilton & Dayton R. R. Will run the First Excursion of the Season to DAYTON, O., on Sunday, May 27, under the auspices of the Hamilton Club.

Monon Route

(Louisville, New Albany & Chicago Ry. Co.)

The Vestibule Pullman Car Line

LEAVE INDIANAPOLIS. No. 20—Chicago Limited, Pullman Vestibule Coaches, Parlor and Dining Cars, daily, 12:01 p. m. Arrive Chicago, 6:30 p. m. No. 21—Chicago Night Express, Pullman Vestibule Coaches and Sleepers daily, 1:30 a. m. Arrive Chicago, 7:45 a. m. No. 22—Monon Limited, Pullman Vestibule Coaches, Parlor and Dining Cars, daily, 3:30 p. m. ARRIVE AT INDIANAPOLIS. No. 23—Vestibule, daily, 2:55 p. m. No. 24—Monon Limited, Pullman Vestibule Coaches, Parlor and Dining Cars, daily, 10:20 a. m. Pullman Vestibule Coaches for Chicago stand at west end Union Station and can be taken at 8:30 p. m. daily. For further information call at Ticket office, corner Illinois street and Kentucky avenue, or Union Station, and Massachusetts street.

UBEN Insurance Co.

ROBT MARTINDALE & Co., Agts, 54 East Market street.

The Indianapolis Warehouse Company

WAREHOUSEMEN, FORWARDING AND COMMISSION MERCHANTS.

ACME MILLING CO'S Columbia Flour.

BEST IN THE MARKET. C. W. HARRIS INSADE.

Father of Helen Potts's Murderer Taken to the Hospital at Ogdensburg.

SYRACUSE, N. Y., May 20.—Charles W. Harris, the father of Carlyle W. Harris, who was put to death at Sing Sing by electricity on May 8 of last year for the murder of Helen Potts, has been taken to the State hospital, in Ogdensburg, insane. Mr. Harris, who was an expert accountant, came to his met with more than a year before his son met his fate at Sing Sing. His health had been bad, and it was said he thought the air here might prove beneficial. His health did improve for a time, but, though the fate of his son is said to have been in no way accountable for his mental trouble, it was noticeable among his friends that his mind began to fall soon afterward. He was in very feeble health several months ago. Doctors Head and Babcock were called in to attend him recently, and they adjudged him insane. County Judge Northrup signed the certificate and he was taken to Ogdensburg very quietly last Saturday. He was perfectly willing to go.

His insanity is of a mild type. Mr. Harris was a great student, his special studies being metaphysical subjects, in which he is said to have been well versed. He was regarded the death of his son as a judicial murder, and said Carlyle was the victim of popular prejudice and circumstances. His wife and family live in a New England State. Relatives say Mr. Harris lost his reason from illness and worry over his work, not as a result of his son's execution.

For the Miseries of Dyspepsia, and they include almost every unpleasant feeling that belongs to physical disease and mental wretchedness. Sippy's Liver Regulator is a certain and speedy cure.

DESTRUCTIVE FLOODS

Pennsylvania and New York Rivers Out of Their Banks.

Portions of Many Towns and Cities Overflowed, Bridges Washed Away and Railway Tracks Covered.

BIG TIMBER BOOMS BROKEN

Thousands of Logs Loose in the River at Williamsport.

Lower Part of Johnstown Under Water Again—Great Damage to Property, but No Loss of Life Reported.

WILLIAMSPORT, Pa., May 20.—With the horrors of the disastrous flood of 1889, which spread death and destruction throughout this valley, brought back to memory by the threatened danger of a sweep of water that promises to be as great as that of five years ago, the people of this city and all through the West Branch valley are in a state of panic that has turned the usually quiet Sunday into one of remarkable excitement. Since Friday night a steady and almost continuous downpour of rain has been swelling all of the streams, and late last night numerous cloudbursts along Pine creek and other tributaries of the west branch of the Susquehanna have made it impossible to confine the water within the banks of the streams. It has, therefore, spread out over the county, and at every point is pouring into the main river.

Throughout the day rain has fallen here and continues to fall to-night. Advice from all points up the river say the same conditions exist. A cloudburst at Keating, twenty miles above Renovo, early this morning, raised the river there twenty feet, and the river at Renovo is reported higher than in the flood of 1889, when half the town was under water. Above there and extending to the headwaters at Clearfield every town and hamlet has been reduced by the conditions that prevailed in 1889. Along the Philadelphia & Erie railroad, between this point and Emporium, traffic has been practically suspended since last night. Trains are running between Williamsport and Lockhaven, but above the latter point land slides and track washouts have practically swept the tracks away, and the loss will be very heavy. The Susquehanna here flows to the south and, while it has not yet reached the point of danger, it is crawling up at the rate of a foot an hour. Grafius run, a tributary which empties into the river below the city, overflowed its banks and spread over a considerable portion of the city at about noon to-day, flooding many houses and driving the occupants from their homes. All of the houses were occupied by poor people, and the rise was so sudden that the sufferers lost much of their personal property. The full strength of the flood is expected here at about 12 o'clock to-night, when the great body of water from up the river is due. The fact that the water will rush down upon the city in the dark hours of the night adds an additional element of horror to the situation.

Gunboats Cut in Two.

They Are to Be Lengthened Fourteen Feet Each to Give Them Stability.

NEW YORK, May 20.—The new but top-heavy gunboats Castine and Machias are being cut in two and lengthened in the timber dry dock at the navy yard in Brooklyn. The success which attended the separation of the sections of the hull of the Castine will, it is believed, be repeated when the Machias will undergo the operation. The Castine was the first ship to be cut in two in the navy since the little steamer gunboat Financier was subjected to that treatment forty years ago. The Castine and the Machias, which are to be lengthened fourteen feet each, were taken on the dry dock last week. The work of cutting away the plates, drawing the rivets and bolts and sawing the woodwork on the Castine was done in twenty-two and a half working hours. The cut was made eight feet abaft the midship line. Then wedges were driven beneath her keel forward, the weight was lifted and the steel plates gave way. Then, with hydraulic cranes and tackles, the forward part of the vessel was pulled fourteen feet from the dry dock and remains in that position after part and the boilers in the forward part. There are seven frames and six gunports in the hull of the Castine. The center of each vessel. This extension will give each vessel an additional coal capacity which will increase her steaming capacity from twelve days to twenty-one. The Castine and Machias were built by the navy yard at Groton, Va. The Castine is ninety feet between perpendiculars and thirty-two feet wide. The length of each will now be increased to 146 feet. Their displacement, which is now 1,000 tons each, will be increased by the alteration to about 1,250 tons. The full complement of the crew of each is 130 men. The batteries consist of seven four-inch guns and six six-inch guns. The Machias went into commission about a year ago. The Castine was never in commission. In the official trial of the Machias last summer her defects were so manifest that they were afterward the subject of special report, which was made to Secretary Herbert by the Board of Inspection, of which Rear Admiral Stamps was the head. It was found that the new gunboat was a very tender craft. She was lacking in stability. There was, in fact, a serious defect in the design, and the process was decided upon. Both the gunboats will be ready to be taken out of the dock and finally to sea when they will be ready to go into commission.

AGREED TO PRAY LOW.

Gotham Colored Ministers Arrested for Creating Too Much Noise.

NEW YORK, May 20.—Mrs. Elizabeth R. Moore and Mrs. Caroline Jones appeared in the Jefferson Market Court, yesterday, against the Rev. B. J. K. Butler, pastor of the Mount Zion Colored Baptist Church, which holds services on the second floor of a building at the corner of Thirty-fourth street and Seventh avenue. The complainants keep boarding houses just back of the meeting house, and they told Justice Ryan that the midnight and sunrise services they were driving all their boarders away. Then Rev. Mr. Butler, who is a portly, good-natured man, tried his best to conciliate the two women. "Your Honor," he said, "I stand here on my constitutional rights. I am now under the supervision of the Board of Health, and have a policeman stationed at my church most of the time. "That's right," said one of the complainants, "there ought to be one there all the time. "My dear sister," began Mr. Butler. "Don't you 'dear sister' me," was the sharp retort. "You leave your back window open and you pray and sing until midnight and all my boarders are leaving. "I will not pray any longer," replied Butler. Justice Ryan asked, "The Lord will hear you just the same. "After some discussion Mr. Butler consented to keep the back windows shut and pray low. The complaint was then dismissed.

A POSTOFFICE DISCOVERED.

It Wasn't Down on Uncle Sam's List and Was Difficult to Locate.

DENVER, May 20.—A new postoffice has been added to the official list. For twelve years no postal official had been near it. Recently an unusual quantity of mail was stamped Ehrenberg, A. T., and an inspector was ordered to find the office. He succeeded after traveling a week by boat through the Colorado canyon. J. Daniel, the postmaster, contemptuously kicked over a barrel when Inspector Williams called at several houses. When Daniel wanted stamps he went down to Yuma and bought them like any ordinary citizen.

BRIDGE HAS SHIFTED SOMEWHAT AND THE TRACKS ARE UNDER WATER.

At and Near Jamestown. JAMESTOWN, N. Y., May 20.—All trains on the D. A. & P. railway have been abandoned owing to the damage to its tracks by the storm. A portion of the large bridge at Loana is washed away. There is a heavy landslide covering the tracks for quite a distance between Falconer and Gerry and the railroad bridge at Frewsburg is washed out. The waters of the Canada-way creek have risen until the stream is nearly half a mile wide between Loana and Fredonia. In Dunkirk the lower portions of the place are flooded and the cellars and basements filled with water. Chautauque lake has risen several inches within the past few hours, the outbreak being due to a cloudburst. A report has yet been reported in this city.

The Juniata on the Rampage. HARRISBURG, Pa., May 20.—The iron bridges at Mill Creek, Mapleton and Meyertown were swept away to-day by the high waters of the Juniata river. At the aqueduct, fourteen miles from this city, the river is rising rapidly, and grave fears are felt for the safety of the aqueduct. The people on the other side of the river are moving their furniture to the upper floors. The water is now standing on Main street in this city. At Pottsville, Pa., the Juniata is nearly as high as in the freshet of 1889, and at 10 o'clock was rising at the rate of one inch an hour. At Clearfield, Pa., the Juniata is under water, which is higher than it has been for many years.

High Water at Pittsburg. PITTSBURG, May 20.—The heavy rains of the past few days has brought about a high stage of water here, and it is showing eighteen feet. River men expect at least a twenty-three-foot stage, which will cause considerable inconvenience to residents in the lower parts of the city and no serious trouble is expected here, but mountain streams are reported out of their banks and much damage is apprehended.

Buffalo River Booming. BUFFALO, N. Y., May 20.—The steady rain for the last three days sent Buffalo river booming over its banks and down through South Buffalo. Dozens of streets are flooded and hundreds of cellars are full of water. The police of the ninth precinct are busy all day rescuing people from the second stories and roofs of their homes.

FASTENED TO EARTH.

A Girl Steps on a Live Wire and It Takes Four Men to Move Her.

MT. VERNON, N. Y., May 20.—Miss Adelle Acker, seventeen years old, and her sister Lillie left their home just before the storm yesterday to do an errand for their mother. While on their way to the business portion of the city one of the girls exclaimed: "Oh, I believe something has happened." Apparently she had received a slight electric shock. The girls laughed over the incident and passed along. On their return home, as they approached the corner, they noticed, on closer inspection, an electric wire hanging from a tree. They moved by cautiously, keeping their feet on the hanging wire. Suddenly Adelle uttered a scream and became fixed as if by the spot. Her sister Lillie tried to pull her away, but could not move her. Lillie called loudly for help, and four men ran up and pulled Adelle away. Adelle was completely prostrated, and had to be carried home. A physician was called, but could do nothing for her suffering. She could not stand up, neither could she use her arms. It is supposed the wire extended along the ground, and that she stepped on it without perceiving it.

REFUSED TO BUY UNIFORMS.

Employees of Brooklyn Street Railways Fail to Appear in Summer Suits.

BROOKLYN, N. Y., May 20.—By reason of the failure of the conductors and motormen of the Atlantic-avenue railroad to array themselves in new summer uniforms, to-day, the entire system, covering eleven miles, is tied up, and nearly one thousand men are temporarily, at least, out of employment. Only two hundred of the men complied with the order, and only those reported for duty. But a few cars were running during the day, and to-night traffic was stopped altogether. A committee from the men waited upon President E. J. Conroy, and requested that he be notified that official that he would give them until 8 o'clock to-morrow morning to comply with the company's orders and report for work. The men declare that, while they will report, they will not purchase uniforms. The property of the company is under police protection.

TIMBERS IN THE FROGS.

Illinois Central Passenger Train Wrecked by Miscereants.

EFFINGHAM, Ill., May 20.—Passenger train No. 24, on the Illinois Central, was wrecked at Watson, five miles south of this city. Heavy timbers were wedged into the frogs of the switch at the south end, and a freight train had headed in the switch to let No. 24 by. When the locomotive of the passenger train reached the obstruction it left the track and ran against the freight locomotive. The collision overturned the passenger engine, smashed the mail car and derailed three express cars. Fireman Charles Walters of the freight engine, was painfully injured, and George Baker, of the passenger engine, was also injured.

Fast British Warship.

VICTORIA, B. C., May 20.—The flagship Royal Arthur, just in from the South, made a record on the way from Callao to Coquimbo, maintaining an average speed of thirteen and one-half knots for the entire passage under ordinary draft. Under forced draft a speed of twenty-two knots was demonstrated. The officers of the ship report everything quiet in Ecuador and Peru.

Rich Ore Found.

CHIPPLE CREEK, Col., May 20.—At a depth of eighty-five feet, in one of the shafts sunk by the Colorado Fuel and Iron Co., \$250,000 worth of rich iron ore was taken out. The vein is from two to four inches thick.

HE SEES NO PROSPECT OF RE-ELECTION IN THE TWELFTH DISTRICT.

And Has Written a Letter Declining to Make the Race Again in the Democratic Gibraltar of Indiana.

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\$50,000 DAMAGES DEMANDED

Chicago & Erie Road Sued for the Train Stolen at Hammond.

Tables Turned on DePauw Students Who Attempted to Capture the Sentinels of the Military Company.

Special to the Indianapolis Journal.

PORT WAYNE, Ind., May 20.—Never before in the history of Indiana politics has the Democracy of the Twelfth congressional district been so discouraged over the outlook as now. This district has long been known as the "Gibraltar" of the party, its normal Democratic plurality being between 3,000 and 4,000. In 1890 Charles A. O. McClannan carried it by 4,050, and in 1892 William F. McManis, the present Representative, was elected by 3,064 plurality. In the face of these figures an outsider might be justified in saying that the district is hopelessly Democratic, but such is not the case. Since the last election there has been a wonderful change in the political sentiment, especially in Allen county, where are many industries that have been affected by tariff agitation and the prospect of partial free trade. Though Fort Wayne is as prosperous as her sister cities, there are many men out of employment, and nearly all ascribe their lack of work to the action or nonaction of the Democratic Congress. The success of the Republicans at the recent city election was partly due to this feeling among the mass of voters. In fact, the dissatisfaction has reached such a stage and is so widespread that the leaders have become alarmed. DePauw University, which is a Democratic stronghold, last week, he went over the situation thoroughly with the Democratic managers, and it was decided that the party had no chance of carrying the district next fall. Representative McClannan, in view of the condition of affairs, and he at once wrote a letter stating that he would not make the race for Congress. The letter was about to be made public when the Democrats begged that it be withheld for fear it would demoralize the party in other districts, as well as the Twelfth. This information is reliable and is vouched for by a Democrat who objected to the publication of the letter.

THE STOLEN LANDIS TRAIN.

Mr. Towle Sues the Chicago & Erie Road for \$50,000 Damages.

CHICAGO, May 20.—Stealing a railroad train and the injury of a congressional aspirant in Indiana, are the allegations in a Circuit Court proceeding against the Chicago & Erie Railroad Company for \$50,000 damages by Marcus M. Towle, ex-Mayor and ex-postmaster of Hammond, Ind., a Republican politician of some prominence. Towle is not the candidate who claims injury at the hands of the railroad. Being a sponsor for the aspirant, however, he makes reparations. The cause of action is placed in the Tenth congressional district of Indiana. Lake county held its convention to select delegates for the congressional convention May 10 at Crown Point. Two factions in the Lake county Republican ranks were headed by rival aspirants, Messrs. Johnston and Landis. Mr. Landis claimed a majority of the delegates. The morning of May 10 each faction gathered at the Hammond depot of the Chicago & Erie railroad, which was the only way to Crown Point, eighteen miles distant. Each party had previously chartered a train. Excitement was running high, and the party of Towle was first to get aboard a waiting special. With banners waving and enthusiasm rampant it proceeded to the station. There was no other train in sight, and after waiting half an hour at the station, the party of Towle noticed that their rivals had carried away all the cars. There was no way of reaching the train, and the party of Towle, in fact, stayed at home, meeting defeat by the selection of delegates in favor of candidate Johnston. It is claimed by the party of Landis that he would have had a walk-over for the nomination had not his supporters been tricked out of their train. They also say that Lake county's man is sure of election to represent the Tenth district. Ex-Mayor Towle claims that for this personal and party defeat he is entitled to \$50,000 in damages.

Fulton County Will Support Johnston

Special to the Indianapolis Journal.

A Fulton county supporter of Judge William Johnston, Republican candidate for Congress, denies the report that the delegation of that county is divided, and that Charles B. Landis will secure part of the vote. He says that every delegate, before his name was put on the ticket, was pledged to support Mr. Johnston, and that there has been no disaffection since the primaries.

STUDENTS COME TO GRIEF.

DePauw Boys Thwarted in Their Attempt to Raid a Camp.

Special to the Indianapolis Journal. GREENCASTLE, Ind., May 20.—The most extensively planned college prank and the one that has met with the greatest disaster to its perpetrators was partially carried out here between midnight and daylight this morning. The military department of DePauw University is in camp at Fern, six miles west of the city, and their lot has not been a happy one on account of the unseasonable weather. The boys who remained at home arranged with the Big Four railroad, last night, to stop their fast trains at Fern Station, and a party of thirty students went down to camp to capture the sentries on picket duty. Their plans were carefully guarded, but leaked out, however, and during their preparation a messenger, mounted on a fleet steed, was dispatched from this city by the soldiers' friends to apprise them of the coming raid. The military camp discharged thirty heavily-armed, desperate-looking raiders as the Fern station. Unsuspecting, the fellows slipped up to the military camp to take in and disarm the sentries before raiding the tents. The raiders were in turn surprised, and were suddenly surrounded by the camp soldiers, who, after a desperate fight and chase, captured six of the would-be raiders. The others were chased over the hills and hollows, most of them missing the return fast train, which picked up some of the defeated party at 2 o'clock a. m. Stragglers have been arriving on foot, in wagons and on horseback all morning, thoroughly drenched and disgusted with the failure of the night raid. The attack, repulse and capture is the talk of the city to-day, as the six students captured were placed in a pit in camp, dug especially for the soldiers for their reception.

WILL HAVE FREE FUEL.

Kokomo's Glass Factories Will Operate Despite Tariff Reductions.

Special to the Indianapolis Journal.

KOKOMO, Ind., May 20.—This city is to have another natural-gas plant, making four, in all, for supplying gas fuel for domestic purposes. The system, costing \$100,000, will be put in by the Diamond Pipe-

LIKE A VAST LAKE.

East Ocean Covered with Water, and the River Still Rising.

OLEAN, N. Y., May 20.—From present indications Olean is going to have a duplicate of the great flood of five years ago. The water in Olean creek is as high already as it was then, and the river is within about four feet of high water mark and rising at the rate of seven inches an hour. People along lower Barry street began to move out at noon, and all the lower streets have since followed, and the houses are nearly all deserted in that portion of the town. A few inches more will be required to shut off the pump station, as all the buildings in that locality are submerged. East Olean looks like a vast lake. No trains have been able to pass along the Boardingville road from East Olean since early this afternoon, and at 5 o'clock P. M. the last passed on the Portville road. The tracks of the Albany river also run along there, and millions of feet of logs are held in booms at the different points. The electric street-railway company have abandoned all the cars on their different lines. The Erie has abandoned all the cars on the Western division, as well as all trains on the Western New York & Pennsylvania lines. The Albany river also runs along there, and millions of feet of logs are held in booms at the different points. The electric street-railway company have abandoned all the cars on their different lines. The Erie has abandoned all the cars on the Western division, as well as all trains on the Western New York & Pennsylvania lines. The Albany river also runs along there, and millions of feet of logs are held in booms at the different points. The electric street-railway company have abandoned all the cars on their different lines. The Erie has abandoned all the cars on the Western division, as well as all trains on the Western New York & Pennsylvania lines. The Albany river also runs along there, and millions of feet of logs are held in booms at the different points. The electric street-railway company have abandoned all the cars on their different lines. 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