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 any substitute.

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

L. E. & W. THREATENED

IT MUST CANCEL ITS REPUBLICAN LEAGUE CLUB RATE,

Or the Western Passenger Association Will Declare a Boycott on the Indianapolis Road.

A dispatch from Chicago says: The Western Passenger Association has practically decided to declare a boycott against the Lake Erie & Western road unless that line agrees to withdraw its rate of $24.75 for the round trip between Indianapolis and Denver for the meeting of the League of Republican clubs, which will be held in Denver the latter part of this month. The Lake Erie & Western announced the rate in connection with the Chicago & Alton and the Union Pacific lines, and these two lines, after the summer excursion agreement was made between the association lines, declared that they were unable to carry out their portion of the contract. Notwithstanding this notice the Lake Erie & Western has continued to announce that the rate is still in effect. The association lines have now informed it that unless it promptly issues notice that the rate has been canceled no line of the Western Passenger Association will honor any ticket of the Lake Erie & Western, no matter for what issued. The Lake Erie & Western has as yet made no answer to the notice.

Never Saw Traffic as Light.

The press in different parts of the country is publishing interviews with railway presidents and general managers of the more important roads on the business situation. President William Bliss, of the Boston & Albany railroad, says:

"I never knew business to be in such a condition as at present. It is worse than during the 1893 panic, and infinitely worse than during the panic of 1873. From my observation the situation grows worse instead of better. I see no chance for an improvement until autumn. Figures for May have not been made up, but it is safe to say they will show a considerable decrease in the gross, and the net earnings will also show a loss greater than any saving in expense can offset."

C. P. Huntington, president of the Southern Pacific says: "The year after a panic is usually worse than the year in which the panic originated. I have, therefore, looked for no improvement during 1894. There is no reason, however, why the next five years should not be as prosperous as any in the history of the United States. I predict that they will. The worst source of trouble in this country is the labor unions. Instead of befriending the weakest, they are engaged in tearing down the strongest. I sympathize with the laboring man. I have toiled as hard as any of them. There ought to be a better understanding and more sympathy between employer and employe."

Chauncey M. Depew, president of the New York Central, says he sees no sign of any change in the railroad situation. Transportation business, he maintains, continues practically stagnant.

H. W. Ashley, of the Toledo, Ann Arbor & Northern Michigan, says: "There are no signs of business improvement. A group of railways in the middle West, of which ours is a member, has suffered severely because of the soft coal strike. About 30 per cent. of their tonnage is soft coal. For five weeks the movement of this commodity has been next to nothing. Up to the present time the railways have not suffered severely for want of fuel, as they anticipated the strike and had secured stocks. I believe that railway earnings for May and June will be lower than corresponding months in ten years."

The New York Central in '93.

Walter H. Webb, third vice president of the New York Central, in an article entitled "The Early History of the New York Central," makes a very concise statement of the operations of the road for the year 1893, as follows:

Number of miles of road operated	2,619
Number of freight cars in operation, over	40,000
Number of passenger cars in operation, over	1,427
Number of tons of freight hauled, about	23,500,000
Number of passengers carried, about	23,500,000
Gross receipts from freight hauled	$27,372,070.62
Gross receipts from passengers carried	$14,047,571.86

In this connection an incident in the railroad career of M. E. Ingalls, president of the Big Four, comes well in hand. One of his department officials who had spent two weeks in getting up the annual statement of his department presented it to Mr. Ingalls. The latter laid it aside, remarking: "You go now and summarize these figures and give me results in a concise way. Results are what the owners of the property want, you know."

Fast Time on the Northwestern.

W. A. Thrall, general passenger agent of the Chicago & Northwestern, telegraphed last evening that "a new era in fast passenger service in the West was successfully inaugurated by the Northwestern line yesterday, the time on our 3 p. m. train, Chicago to Milwaukee, being permanently reduced to two hours, taking out time for stops and slow time consumed within the city limits of Chicago and Milwaukee. This shows running time of fifty-seven miles per hour, and in several instances greater speed was attained. This service makes corresponding reductions in the time to Waukesha and other prominent resorts of Wisconsin."

East-Bound Shipments.

East-bound shipments from Chicago last week were 53,867 tons, against 49,417 for the preceding week and 45,793 for the corresponding week last year. The roads carried tonnage as follows: Michigan Central, 4,914; Wabash, 5,124; Lake Shore, 7,764; Fort Wayne, 5,287; Panhandle, 7,046; Baltimore & Ohio, 3,440; Grand Trunk, 6,032; Nickel-plate, 5,598; Erie, 5,515; Big Four, 3,146. Shipments were made up of the following articles in tons: Flour, 1,808; grain and mall stuffs, 20,657; provisions, lard, etc., 9,023; dressed beef, 11,126; butter, 2,335; hides, 1,249; lumber, 5,815; miscellaneous, 1,845. Lake shipments for the week were 57,144 tons, against 35,849 for the preceding week.

Personal, Local and General Notes.

President Ashley, of the Wabash system, is West this week inspecting the property.

A. L. Moller yesterday succeeded W. H. Treusdale as receiver of the Minneapolis & St. Louis.

George Bradbury, general manager of the Lake Erie & Western, has gone to Chicago for a day or two.

The New York Central system earned in May $3,304,902.97, a decrease as compared with May, 1893, of $696,110.07.

A. H. Porter has been appointed superintendent of the Macon & Northern, with headquarters at Macon, Ga.

Horace Seely has been appointed commercial agent of the Wabash road, with headquarters at Des Moines, Ia.

In the week ending June 9 there were transferred over the Belt road 14,908 cars, over two thousand cars per day.

An effort is making to have the Louisville Southern road sold on July 7, the same day of the sale of the East Tennessee, Virginia & Georgia.

Beginning with next Sunday the Erie people will shorten by one hour the running time of their principal train between New York and Chicago.

The recent order that railway mail clerks must reside in central cities in their districts will bring quite a number to make their homes in Indianapolis.

I. D. Baldwin, general agent at this point of the Cincinnati, Hamilton & Dayton and the Monon, who has been to the Pacific coast, is expected home to-day.

Wm. Garstang, superintendent of motive power of the Big Four, states that a locomotive can be fitted up at a cost of about $25 to burn oil instead of coal.

The Peoria & Eastern now has seventy engines all in excellent condition; fourteen of the number are new and the others have been rebuilt in the last eighteen months.

A. Dolbeer, late superintendent of motive power of the Buffalo, Rochester & Pittsburg, has been appointed to the same position on the Florida Central & Peninsular.

The east-bound New York and Chicago limited on the New York Central last Friday run from Rochester to Syracuse in eighty minutes; distance, eighty-one miles.

There were handled at the Indianapolis stock yards by the Belt road engines last week, 1,046 carloads of stock, the largest number handled in any week since last November.

During the absence of Chairman Caldwell General Passenger Agent Eustis, of the Chicago, Burlington & Quincy, will act as chairman of the Western Passenger Association.

James Bruce, superintendent of the Pittsburg, Clearfield & Mahoning division of the Buffalo, Rochester & Pittsburg, has resigned. His successor has not yet been announced.

Under the late election Oliver Ames succeeds his father as a director of the Chicago & Northwestern and H. Williams goes on the executive committee in place of F. L. Ames.

A. A. McLeod, ex-president of several railroad companies, who has been on the Pacific coast for two months, has returned, and it is stated will soon be in a good railroad position.

V. T. Malott, chairman of the executive committee of the Chicago & Western Indiana, is in Chicago looking after some matters in connection with his position with that company.

There is a private car building at the shops of the Boston & Maine company for President Tuttle and General Manager McKinnon, which, it is said, will be the finest in the country.

The passenger department of the Pennsylvania has issued its summer excursion book. Great care was exercised, evidently, in its compilation to see that the information given was reliable.

J. Q. Van Winkle, general superintendent of the Big Four, has gone to Cincinnati to talk over time schedules. The service on some divisions under the new summer schedule is far from satisfactory.

The Pennsylvania is furloughing many of its employes to obviate the necessity of making discharges. As soon as the business depression is over the furloughed men will return to their old positions.

Chales Neilson, formerly superintendent of the Cincinnati, Hamilton & Dayton, more recently superintendent of the railway mail service, has been appointed to succeed J. Lowrie Bell as second postmaster-general.

Daniel Shumway, who for some years was train dispatcher on the Cincinnati, Hamilton & Dayton, will establish at New Castle, Ind., an institute to teach telegraphy. Ample capital is said to be behind the enterprise.

Next Sunday seventy-five or more car accountants will meet at Cincinnati, most of them accompanied by their wives, to go over the Chesapeake & Ohio to Old Point Comfort, where the Car Accountants' Association meets next Tuesday.

George B. Roberts, president of the Pennsylvania lines, is quoted as saying that pooling has now become only a question of time. In the same connection it is stated that the $10,000 penalty, as proposed a short time ago, has been irretrievably lost.

The annual report of the Pittsburg, Cincinnati, Chicago & St. Louis shows that this line, between May 1, 1893, and Oct. 31, delivered at Chicago 187,862 passengers. The greatest number in any one day was on Sept. 6, when the road carried into Chicago 3,365 people.

Engine 191, which was hauling train 20, on the Vandalia, last Saturday, and which was wrecked, was one of the large ten-wheel passenger engines, and when it left the track it made such a plunge that it was practically buried in the dirt. The engine, it is thought, is damaged to the extent of $5,000.

Advices from the flooded districts of the extreme Northwest are that if the water continues to fall as it has during the past twenty-four hours the Northern Pacific will be running its through trains in a week or ten days. Owing to the trouble in the mountain division it will take the Great Northern a little longer.

The net earnings of the Illinois Central for the ten months ending April 30 were $5,656,997, an increase of $1,198,128 over the coresponding period ending April 30, 1893. The gross receipts from traffic for May of the present year are estimated at $1,453,663, a decrease of $285,844 from the same month of last year. The business in May, 1893, was, however, greatly increased by the world's fair traffic. Compared with the same month of 1892, when the traffic was under normal conditions the decrease was about $5,000.

The high officials of the Pennsylvania are in their new quarters in Philadelphia. The board room is on the second office floor. It is a large room, finished in oak, and has in large letters over the doors "P. R. R." East of the board room is President Roberts's office, and the offices of the second vice president and secretary are on this floor, while the first vice president, the third vice president and the treasurer are on the first floor. The general passenger agent and the assistant general passenger agent, with their respective forces and the advertising department are on the fourth floor, and the controller and his entire force will be on the fifth floor of the immense and imposing building now nearing completion.

Maggie Dalton's Offenses.

Maggie Dalton was arrested yesterday by detectives McGuff and Doherty on a charge of petit larceny. Last Saturday she went to work for Mrs. Lipinsky, residing at No. 296 East New York street. Sunday she disappeared, and Mrs. Lipinsky missed an umbrella and a pair of shoes. Last Wednesday the Dalton woman went to visit a young lady at No. 177 East Morris street, but the young lady was not at home and, after talking to the mother for a short time, she left. The mother missed a cape and a dress skirt shortly afterward and suspected that the Dalton woman stole them. The prisoner resides at No. 373 South Missouri street, and comes of a good family. Not long ago some one created a great deal of excitement by ordering large amounts of groceries from south Illinois-street dealers. When the goods were delivered it was found that the correct address had not been given. The Dalton woman was suspected of being the offender. When arrested yesterday she went into hysterics for an hour at the police station. She was bailed out by her father.

Involuntary Manslaughter Charge.

John S. Duncan appeared in the Police Court yesterday morning in behalf of patrolmen Simpson and Rogers, who were arrested upon an affidavit filed by patrolman Leppert charging them with the killing of William Finn. The affidavit charges involuntary manslaughter, and Judge Stubbs fixed the bond for each at $1,000. The defense claims to be able to show that the officers were entirely justified in their shooting, and that they are not even technically guilty of assault and battery. The case was continued till Wednesday, and in the meantime it will probably be presented to the grand jury.

The Superiority

Of Hood's Sarsaparilla is due to the tremendous amount of brain work and constant care used in its preparation. Try one bottle and you will be convinced of its superiority. It purifies the blood, which, the source of health, cures dyspepsia, overcomes sick headaches and biliousness. It is just the medicine for you.

Hood's Pills are purely vegetable, carefully prepared from the best ingredients.

CEDAR AND ASPHALT

ANOTHER ATTEMPT TO IMPROVE NORTH ALABAMA STREET.

Two Different Materials on the Street—Logansport Railroad People Send in Another Petition.

The Board of Public Works will make one more effort to improve North Alabama street. This time the resolutions provide for both cedar blocks and asphalt. The street is divided into three sections, for the purpose of improvement, on account of the different widths. One section lies between Fort Wayne and Massachusetts avenues, another between Massachusetts avenue and Ohio street, and the third is between Ohio and Maryland streets. The first two sections will be paved with cedar blocks and the latter with asphalt, unless a two-thirds remonstrance against the improvement is presented and supported by the Council, as it was before.

The declaratory resolutions for the improvements were signed by the board yesterday, and bids will be advertised for immediately.

Yesterday was the last day for remonstrances against the proposed improvement of West Washington street, and a committee representing the interested property owners appeared before the board in the morning, and were given till 5 o'clock in which to prepare a remonstrance and file it with the board. The remonstrance was filed, and the board will ascertain if it contains the required two-thirds of the property owners, in which case the resolutions will be sent to the Council.

PLAN FOR ELEVATED TRACKS.

A Joint Meeting Soon to Be Held—Hearing of the Charter.

Within a few days a joint meeting will be called between the Commercial Club committee, the Council committee, the Board of Public Works and the Mayor to consider ways and means of procedure in the effort to secure elevated railroad tracks. At this meeting some definite line of procedure will probably be adopted, and the committees from the different organizations will begin their work on some specific line. The theory upon which the Commercial Club has been proceeding is that there is ample authority granted by the city charter to the city officials to require the elevation of the tracks. There is some doubt expressed upon this point, and several attorneys are of the opinion that the section of the charter relied upon by the Commercial Club does not grant the authority claimed for it.

If it does not it was an unfortunate oversight, as Colonel Lilly says he has been talking elevated tracks for the last ten years. If the elevation of the tracks had been in mind at the time of the passage of the charter it would have been an easy matter to have inserted a clause upon which there could be no doubt that the city was given the authority to require the elevation of the tracks. If the charter does not give the authority nothing can be done until the next session of the Legislature, and if the railroads are inclined to oppose the plan it is not unlikely that they will have a lobby in the Legislature too strong for the city in its effort to secure such legislation as would give them the authority.

THE LOGANSPORT ROAD.

Officers File Another Petition for a Right of Way.

The Indianapolis, Logansport & Chicago Railroad Company yesterday filed with the Board of Works a supplemental petition asking that it be granted the right of way into the city heretofore petitioned for by it. The officers of the company think the time is propitious for the building of the road on account of the large number of unemployed men in the city. They say they have already expended $35,000 in securing rights of way and making maps and surveys, and that they will push to completion that part of the road between this city and Logansport as soon as the right of way asked for is granted by the Board of Works. They set forth various reasons why, in their judgment, they should be given the right of way. The board will hear the company to-morrow afternoon.

Final Action on Resolutions.

At its meeting, yesterday morning, the Board of Works took final action upon the following resolutions:

For cementing the sidewalks on both sides of Ashland avenue from Fifteenth to Seventeenth street.

For cementing the sidewalks on both sides of Walcott street from Sturm to Washington street.

For grading and graveling Chestnut street from Grand avenue to Palmer street.

For a local sewer in Market street from Missouri to West street.

The first alley south of Duncan street, between Alabama street and the first alley east of Alabama street, was ordered vacated upon the payment of $50 to the city by Steven Sharpe and Christian Wilharm, the abutting property owners.

The contract for blank books and stationery during the month of June was awarded to W. B. Burford, for $136.76. The other bids ranged from $149.30 to $157.

The County Commissioners were granted permission to lay cement walks around the new jail.

East Washington-Street Sewer.

The city engineers yesterday sent to the Board of Works his report upon the completion of the East Washington-street sewer, and it was sent to the assessment bureau to have the assessment roll prepared. The time is now approaching when a number of the sewer and other improvement contracts let early in the year will be completed, and the assessment bureau will be kept busy making out the rolls.

Pearl-Street Remonstrance.

A remonstrance was filed against the improvement of Pearl street with brick between Missouri and Helen streets. No action was taken upon the remonstrance by the board.

MAY FESTIVAL GUARANTORS.

Directors Elected—Over $10,000 Guaranteed for Next Year.

The annual meeting of the guarantors of the May musical festival was held at the Denison House last night. Major Taylor, the vice president, presided. There were about forty persons present. The principal business was the election of seventeen managers to look after the affairs of the festival for the following year. A nominating committee, consisting of George N. Catterson, A. J. Beveridge and H. S. Fraser, was appointed and reported the names of the following gentlemen for directors:

W. T. Barnes, J. Maurice Butler, C. E. Coffin, D. P. Erwin, H. H. Howland, O. R. Johnson, S. L. Look, Sol Hays, Ferd L. Mayer, J. H. Oliver, F. W. Pantzer, M. H. Spades, George R. Sullivan, Major Taylor, H. P. Wasson, Franklin Vonnegut and C. L. Wilson.

Mr. Beveridge, chairman of a special committee to consider the advisability of re-organizing the festival association, made a report suggesting several possible methods, and after a full discussion of the subject, the guarantors, by a practically unanimous vote, decided to continue under the present form of organization. It was stated that the guarantee fund for next year was already in excess of $10,000, and the guarantors expressed by a vote of thanks their obligations to Mr. H. L. Rust for his efforts in raising a greater part of this fund. The directors will meet the latter part of this week to elect officers for the coming year.

Building Permits.

Henry Heinzerling, frame house, 179 Lexington avenue, $670.

Charles F. Sayles, brick and stone business building, Ohio street, between Pennsylvania and Meridian streets, $7,500.

John Luebschmann, frame house, Deloss street, near Dillon, $1,056.

Do you ask me for my secret
Why my teeth are pearly white?
Why my breath is ever fragrant,
And my gums are rosy bright?
My secret's oft been told before—
Use SOZODONT. And nothing more.

Columbus Discovered America,
We Keep it Clean
With
Santa Claus Soap.
Sold everywhere made by THE N. K. FAIRBANK COMPANY Chicago.

EXPERIENCE

Does it, and we will tell you why we sell the best

BEN-HUR, CENTRAL and CRESCENT CYCLES, CLEVELANDS And COLUMBIAS.

H. T. HEARSEY & CO., : 116-118 North Pennsylvania Street.
Agents wanted. Send stamp for Catalogue.

THE BILL IS SIGNED

JUDGE BAKER AND THE EXCEPTIONS IN THE BANK CASES.

Application for a Writ of Supersedeas Before Judge Harlan at Chicago This Week.

The much-talked-about bill of exceptions in the Coffin case has finally been signed by Judge Baker, though the defendants' attorneys did not get it through in the shape originally contemplated by them. Judge Baker refused to sign the twenty-second exception, the one taken to that paragraph in the instruction to the jury, beginning: "Every person is presumed to intend the natural and ordinary consequences of his acts," and ending, "the intent to injure, deceive or defraud is thereby sufficiently established to cast on the accused the burden of showing that their purpose was lawful and their acts legitimate."

He made a note after this exception, stating that he refused to allow the exception on the ground that it was mere verbiage, which, taken in connection with the instructions as a whole, was not misleading, and because he would have corrected the verbiage had his attention been called to the language at the time the instructions were delivered.

The court stenographer's notes of what took place in the court the morning the verdict was read will accompany the bill of exceptions and the higher court thus left to decide whether or not there was an agreement between the attorneys for the defendants and the representatives of the government that the defendant's attorneys should take exceptions to the court's instructions after the jury had been dismissed.

Judge Baker felt when the bill was first brought to him for his signature that it would have been the fair thing for the defendants' attorneys to have called his attention to the language complained of, and thus afforded him an opportunity to correct it. In the controversy between the court and attorneys Miller and Winter Judge Baker maintained that it was unfair to set out a few sentences of his instructions, which, taken in connection with the text as a whole, were not misleading.

The application for a writ of supersedeas will be made to Justice Harlan this week at Chicago, and if he should grant it he will fix the bail of the Coffins. The appeal is based altogether on questions of law, and if the Circuit Court of Appeals reverses the lower court's finding the case will come back here for rehearing.

Criminal Court Sentences.

Dora Black was arrested on the charge of robbing her escort of $89. Yesterday she pleaded guilty to the charge before Judge Cox and was released on a suspended judgment.

The parents of Earl Barr, an incorrigible youth, brought the youngster into court and asked that some disposition be made of him. He has been in the habit of playing truant, and his teacher testified that he was a generally disputable boy. He was sent to the Reform School for Boys.

Bud Hudson, for stealing a bottle of catsup, was awarded the regulation workhouse sentence.

A Legless Man Sues.

Anthony Petero, the unfortunate who had both legs severed at the Pennsylvania crossing of the Union railway tracks on Dec. 16, yesterday filed a suit against the company for $25,000. The Pennsylvania and Indianapolis Union railway companies are made defendants to the suit. The complaint alleges negligence on the part of the flagman stationed at the crossing, and sets out the entire city ordinance covering railway crossings.

The Sellers Farm Suits.

The Superior Court, in general term, yesterday heard the argument in the suit of Johnson against the city of Indianapolis. Johnson represents over a hundred plaintiffs who are protesting against the city maintaining a dumping ground on the Sellers farm. It is claimed that the deposit of offal is very dangerous to the public health. The argument was on the demurrer of the city to the complaint of the plaintiffs.

For Stealing Bread.

Herbert Kelshaw, charged with the theft of thirty cents' worth of bread, was before the police judge yesterday morning. He was bound over to the grand jury.

Patrick Stundon, who drove through a crowd of school children, had his case continued.

THE COURT RECORD.

Superior Court.

Room 1—James M. Winters, Judge.

William H. Caswell vs. John H. Perkins et al.; contract. Dismissed.

Peter F. Conway vs. John C. Parr; foreclosure of mortgage. Judgment for plaintiff for $316.11.

Room 2—J. W. Harper, Judge.

Abraham Libowictz vs. Citizen's Street-railroad Company; damages. On trial by jury.

Room 3—Pliny W. Bartholomew, Judge.

Horace Howell vs. Standard Oil Company; damages. On trial by jury.

Circuit Court.

Edgar A. Brown, Judge.

Solomon Claypool vs. John L. Farrell; damages. On trial by jury.

New Suits Filed.

E. C. Hiatt vs. John C. Burgan et al.; to foreclose lien. Superior Court, Room 3.

David W. Fuqua vs. John C. Burgan; to foreclose lien. Superior Court, Room 3.

Conrad H. Shellhouse et al. vs. David K. Carver; suit on note. Superior Court, Room 2.

John McClain vs. Daniel Keeley et al.; mechanic's lien. Superior Court, Room 3.

Lorenz Schmidt, trustee, vs. Andrew Heimlein et al.; suit to foreclose mortgage. Superior Court, Room 2.

Celia Coleman vs. Martin Coleman; divorce. Superior Court, Room 1.

Agnes Darmody vs. Richard Darmody; divorce. Superior Court, Room 2.

Otto Meyer vs. Martin Fitch; suit on contract. Superior Court, Room 1.

James A. Wildman, trustee, vs. John Ammerman et al.; complaint on lien. Circuit Court.

American Building and Loan Association vs. Georgiana Garrison et al. Superior Court, Room 1.

Anna A. Arthur vs. William Arthur; suit for divorce. Superior Court, Room 2.

Anthony Petero vs. the Pittsburg, Cincinnati, Chicago & St. Louis Railroad; suit for damages. Demand, $25,000.

William H. Nichols vs. William M. Fullerton; suit to foreclose. Superior Court, Room 2.

Stolen Goods in His Room.

Charles Parker, colored, was arrested yesterday by detective Thornton on a charge of receiving stolen goods. It was known that he was very intimate with William Battich, who is under a sentence of eight years for stealing supplies from McElwaine & Richards, No. 64 West Maryland street. Parker resides in the rear of a music store on Indiana avenue, near Ohio street, and when Thornton went there yesterday morning he found stolen goods worth over $50 in the room. Parker did not deny that he received them from Battich.

Illegal Hauling of Garbage.

Inspectors Berryman and Sanborn, who have police powers from the city, but are in the employ of the City Garbage Company, have made several arrests of persons hauling garbage, Berg Jeanette, Joe Pitts, Frank Masler, Nicoli Reino, John Hedspath, Isaac Stoker and Patrick Carson are awaiting trial in the Police Court upon affidavits filed by these inspectors.

C. E. KREGELO & WHITSETT
FUNERAL DIRECTORS,
125 North Delaware St.
TELEPHONE 564.

DIED.

REHLING—Charles H., at 7 p. m., June 9, at his residence, No. 430 South Delaware street. Funeral will take place at 2 o'clock p. m., Tuesday, June 12. Friends invited.

SOCIETY MEETINGS.

MASONIC—Attention Sir Knights. Raper Commandery, No. 1, K. T. Special conclave in Masonic Temple this (Tuesday) afternoon at 4 o'clock for work in K. T. order. Work will be suspended from 6:30 to 7:45 o'clock, at which hour the stated conclave will take place, resuming labor after the regular order of business.
VESTAL W. WOODWARD, Em. Comd'r.
JACOB W. SMITH, Recorder.

FOR RENT.

TO LET—Two new modern model dwellings, Nos. 26 and 28 East Michigan street, with ten rooms and all modern conveniences. Hot and cold water; bath; both kinds of gas. Apply at 272 North Pennsylvania street.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 75 East Market street.

MONEY TO LOAN—6 per cent. HORACE M'KAY, Room 11, Talbott & New's Block.

TO LOAN—Money on hand to loan on first mortgage at lowest rates. No delay. T. C. MOORE & CO., 54 Baldwin Block.

LOANS—Sums of $500 and over. City property and farms. C. E. COFFIN & CO., 90 East Market street.

MONEY TO LOAN—On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOMAS C. DAY & CO., 72 East Market street, Indianapolis.

TO LOAN—At 6 per cent. Refund your mortgages. I have a large fund to be loaned on desirable property at above rates. Amounts, $2 to $30,000. H. C. JORDAN, 89 Lombard Building.

LOANS—Six-per-cent. money on improved real estate in this city only. (No loans made outside.) Borrower has the privilege of prepayment semi-annually. No delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

WANTED—AGENTS.

AGENTS WANTED—Breckinridge book. 150,000 sold. Agents wanted. Outfit free. FERGUSON, Cincinnati, O.

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.

AUCTION SALE.

AUCTION SALE—Auction sale to the trade of a fine $5,000 stock of dry goods, clothing, men's and ladies' furnishings, hats and caps at my room, No. 192 East Washington street, on Friday, June 15, at 10 o'clock. Consisting in part of calicoes, notions, ginghams, dress goods, men's and boys' suits, pants (in regular sizes and good goods), men's and ladies' underwear, gloves, scarfs, handkerchiefs, overshirts and undershirts in original packages, overalls, gossamers, soft, straw and stiff hats, carpets, millinery, cloaks and wraps. The above goods are all new and staple, and worthy the attention of the trade. A. L. HUNT, Auctioneer.

CLAIRVOYANT.

MRS. DR. SILVA—The noted medium and good adviser. 99 Indiana avenue.

CLAIRVOYANT—Madame O. H. Randall, Clairvoyant and business medium. 121 North Tennessee street.

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Indianapolis BUSINESS UNIVERSITY
WHEN BLOCK. Elevator day and night.
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E. J. HEEB, President.

Girls' Classical School,
INDIANAPOLIS, IND.
Thirteenth year opens Sept. 18. Prepares for all colleges admitting women. Boarding pupils received. For catalogues address THEODORE L. SEWALL and MAY WRIGHT SEWALL, Principals.

WILLISTON SEMINARY—Prepares boys for any college or scientific school. New laboratories with electrical plant. All buildings heated by steam. Fall term opens Sept. 6, 1894. Address Rev. WM. GALLAGHER, Principal, Easthampton, Mass.

BUSINESS DIRECTORY

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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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	Leave.	Arrive.
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Cin., Toledo and Detroit	†11:50 am	*11:45 am
Cin., Dayton and Detroit	*2:5 pm	*7:0 pm
Cin. Vestibule Limited	*3:0 pm	*10:55 pm
Cin., Toledo and Detroit	10:1 pm	*1:30 am

*Daily. †Daily, except Sunday.

CINCINNATI, HAMILTON & INDIANAPOLIS R. R. CO., OFFICE OF SECRETARY, May 22, 1894.

NOTICE TO STOCKHOLDERS—The stockholders of this company are hereby notified that the annual meeting will be held at the office of the company, at Hamilton, O., on Thursday, June 14, at 11 o'clock a. m., for the election of directors to serve the ensuing year and for the transaction of any other business that may come before the meeting.
GEO. R. BALCH, Secretary.

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