GARLAND STOVES AND RANGES
"The World's Best"
You can easily have the best if you only insist upon it. They are made for cooking and heating in every conceivable style and size for *any* kind of fuel and with prices from $10 to $70. The genuine all bear this trade-mark and are sold with a *written* guarantee. For sale by World's Fair, 101 to 113 West Washington St.
MADE ONLY BY The Michigan Stove Company, LARGEST MAKERS OF STOVES AND RANGES IN THE WORLD DETROIT, CHICAGO, BUFFALO, NEW YORK CITY.

PROBABLE RATE WAR

HARVEST EXCURSIONS MAY CAUSE A FIGHT IN THE WEST.

G. A. R. Tickets in Scalpers' Hands Worrying Railway Officials—Indianapolis and the I., L. & C.

Sensational reports were in circulation at Chicago yesterday concerning the probability of a rate war in Western territory in connection with harvest excursions. Some outside roads were credited with the intention of removing the restrictions on tickets for the reason that they are killing the business. Whether they are or not, it is certain the business is going to be very slight. The association roads say the outside roads cannot in good faith remove restrictions on the tickets. They are parties to the agreement by which arrangements were made for these excursions. If they disregard their obligations in the matter, some of the association roads will retaliate by reducing one-way rates probably by one-half. They will certainly reduce them to whatever extent is necessary to protect their general business from manipulations of the brokers, who are not to be allowed to reap any benefit whether the restrictions are removed or not. There is no doubt the brokers would like to see the restrictions removed, and they are credited with circulating industriously reports concerning their probable removal. The situation is regarded as being critical and some decisive step is likely to be taken without much loss of time.

Would Be the Better for the City.

Said a successful business man and well wisher of the city: "The most foolish objections advanced by those who are opposing the giving of a right of way to a connection with the Union tracks to the Indianapolis, Logansport & Chicago road is that the Pennsylvania Company is behind the enterprise. I really hope they are; it will mean that Indianapolis is to have another first-class road, as the Pennsylvania Company never does anything half way. I have watched the movements of this company for many years, and I observe that they have always paid, where damage was done to property, what is just and right, without resorting to any underhand methods. They were the first to build good shops here, the first to build large, businesslike freight depots, and but for the Pennsylvania Company the present Union Station would never have been built. It is an enterprising, go-ahead company, and if it is behind the new project, I am more than ever in favor of giving it anything reasonable in the matter of right of way. I have carvassed the matter, and find the new company has not asked anything unreasonable, and why the Board of Public Works lets the matter linger month after month, I do not understand. So far as the petition presented against giving them the right of way is concerned, I have been told that most of the signers did so without looking into the matter, and would now sign a petition to the Board of Public Works asking them to grant the right of way."

Plenty to Do When the Time Comes.

"At this time last year," said F. S. Kerbaugh, who has for years been one of the largest contractors on the Pennsylvania lines, "we had two thousand men at work on the Pennsylvania lines building bridges and other work of that kind. Now, we haven't a single workman engaged in that task, which is a sufficient commentary on the bad times. But this state of things cannot last much longer, and the railroads will soon be giving employment to thousands of men, just as they did before the depression. Work on a big system like the Pennsylvania can never cease. There are no bounds to the improvements that must be made, and the progress of development and expansion is indefinite. Had work gone straight ahead the Pennsylvania Company would have finished its great scheme of quadruple tracks between New York and Pittsburg in a couple of years. That company is ever to the front with improved appliances. Its block system of signaling has been famous for years, and now that is to be superseded by an automatic system, in which compressed air from the advancing locomotive does all the work, rendering the business of an operator superfluous."

A Remarkable Record.

The official report shows that in August, 1894, there were handled on the Big Four system 4,347 trains, hauling 140,542 loaded cars, against 5,154 trains in August, 1893, handling 127,026 loaded cars. It will be noticed that on 707 fewer trains there were 13,516 more loaded cars handled. This is the result of running fuller trains, and owing to the fact that the power of the road has been so much improved by the introduction of new and heavier engines and the improved condition of the old power. The above statement is creditable to J. Q. Van Winkle, the general superintendent, and to William Garstang, superintendent of motive power.

The Fight Less Fierce.

The Lake Erie & Western announced on Monday another excursion to Chicago, the round-trip rate to be $2.50. The Big Four, on the authority of Commissioner Tucker, of the Chicago and Ohio River Association, announced yesterday a $2.50 round-trip rate, Indianapolis to Chicago, all rail, tickets good for two days, with the understanding that should the Lake Erie & Western drop below $2.50 for the round trip the Big Four would drop its rate to meet whatever figure the Lake Erie & Western makes. It is quite evident that the fight has lost much of its fierceness, and that fewer persons will avail themselves of the low rates of next Saturday night.

G. A. R. Tickets Causing Trouble.

Matters have assumed such a grave aspect at Chicago in connection with the manipulation of Grand Army rates that Chairman Caldwell, of the Western Passenger Association, announced yesterday that it was doubtful if he could attend the meeting of the American Association of General Passenger and Ticket Agents to be held in Quebec a week from to-day. The chairman had been appointed on a conference committee with the Central Traffic Association on matters pertaining to the division of rates. A meeting of the committee had been arranged in connection with that of the American association. The probability of trouble over the return portions of Grand Army tickets is so great that the conference will likely have to be postponed or the matters in dispute will have to be settled without the aid of the chairman of the Western Passenger Association.

Personal, Local and General Notes.

H. C. Parker, traffic manager of the Lake Erie & Western, is resting at West Baden.

Sixty per cent. of the freight cars now owned by the Pennsylvania Company are of 30,000 pound capacity.

George Sherman, general manager of the Vanderbilt fast freight lines, was in the city yesterday on official business.

The Indiana Car-service Association will hold its regular quarterly meeting to-day in the office of General Manager Bacon.

The Monon pays annually for terminal facilities at Chicago $200,000, and has its own freight depot and owns one-fifth interest in its passenger station.

It is stated that John M. Egan, ex-president and general manager of the Chicago & Great Western, has been offered a good position on the Southern railway.

An official on the Vandalia says it is regretted from the humblest employe to the highest in authority on the line that John Chesborough is to leave the service of the company.

The Eastman company, of New York, has within the last week shipped from the Indianapolis yards fifty-one carloads of live stock. This company ships all its stock in its own cars.

In August there were handled on the Big Four lines 582,662 passengers, against 652,853 in August, 1893, a decrease this year of 70,141 passengers. The decrease was wholly on the Chicago division.

John B. Cockrum, assistant general attorney of the Lake Erie & Western, left yesterday on his vacation of two weeks. He is accompanied by his wife, and goes first to Chattanooga, Tenn.

The business of the St. Joseph division of the Vandalia, the last summer, has been the heaviest since the extension was opened. Travel to Lake Maxinkuckee was heavier than any former summer.

The Chicago & Eastern Illinois earned, in August, $371,418, against $397,140, in 1893, and against $400,273, in August, 1892. Since July 1 the road's earnings drop below those of last year's corresponding period $179,309.

Four of the Class X engines, built at the Fort Wayne shops, to be run on the mountain division of the Pennsylvania, have been sent West, after two years' service on the mountains, to haul the fast stock and dressed-meat trains on the Chicago divisions.

Robert Fleming, who has been identified with the Santa Fe lines for some years, is now in London, and he tells the friends of the property that it will be one year and possibly two, before a reorganization can be perfected and the road taken out of the hands of receivers.

So heavy is travel eastward that the Pennsylvania Company has the last ten days hauled an extra day coach on Train 20 from Indianapolis to Pittsburg, and will continue to do so if travel justifies. With an additional coach it is close work to make the time, so fast is Train 20 scheduled.

In August, 1893, the expenses of the Union Railway Company and Belt road were $16,853, the company employing 325 men. In August, 1894, the expenses were $13,444, the company employing 276 men. In the six months which A. A. Zion has held the position of superintendent he has cut down the expenses 20 per cent.

The value of the corn crop to the Chicago, Burlington & Quincy has been overestimated. Since 1888 but 10 per cent. of its business has been in moving the corn crop. The only way a poor corn crop on its lines really decreases the business is the natural depression in the corn district, which makes the people feel too poor to travel.

Construction work on the Chicago, Union City & Cincinnati has come to a standstill. The company, it appears, is in arrears to its contractors, who have filed claims at Bluffton of $37,694 against the company. Those informed regarding the enterprise say that reorganization and recapitalization will be necessary to prevent a total failure in the undertaking.

William Garstang, superintendent of rolling stock of the Big Four, says but few people know the cost of repairs to cars per month. On a system like the Big Four from 600 to 700 cars are delivered at the shops for repairs per day, and usually about that number taken away repaired. On some the repairs are slight, while on others the car is practically rebuilt.

A meeting of the general freight committee of the Central Traffic Association was held at Chicago yesterday at which a number of changes in connection with commodity rates were discussed. No decided action was taken. The various matters under consideration were referred to standing committees who will present reports on them at to-morrow's meeting.

At the annual meeting of the stockholders of the Wabash railway, held in St. Louis yesterday, the old board of directors was re-elected, as follows: Francis Pavy, C. C. McRae, Edgar T. Willis, Henry K. McHaig, Thomas H. Hubbard, Cyrus J. Lawrence, George J. Gould, Russell Sage, John T. Perry, P. B. Wickoff, S. C. Reynolds, Edwin Gould and O. D. Ashley, the latter being also re-elected president. There was no meeting of the new board of directors, because of lack of a quorum.

A large stock shipper, yesterday, in speaking of the manner that the Pennsylvania Company handled their live stock traffic during the strike, said that on July 11, the day the strike was at its height, this company, with its own engines, took from the Indianapolis yards sixty-two carloads of hogs, fifty-two carloads of cattle and two carloads of sheep. During the rush of those few days eighty-six single-deck stock cars were converted into double-deck cars to carry hogs and sheep, the men at the shops working day and night to do the work.

The last issue of the Terre Haute Mail said: "The Vandalia dispatchers, civil engineers and trainmasters are alarmed because reports are that all will be moved to St. Louis. A prominent railroad official told Q. V. that the new superintendent at St. Louis is hostile to the Terre Haute idea, which is that we are the headquarters in all things of the Van road. He also told me that there would be a shaking up at the January election of stockholders, and Mr. Superintencent may get curbed. Anyway, the railroad man thinks that if the dispatchers are ordered to St. Louis that their stay will be temporary. No one of them will remove his family there until after that January election, anyway." In commenting on this, a Pennsylvania official says that the only change in the directory at the next annual meeting will be to make it more of a Pennsylvania line than it is now; the sooner the citizens of the Prairie City come to the conclusion that the Vandalia is a Pennsylvania institution the better, and that when Harry Miller, superintendent of the Vandalia main line, makes a move, so far as the main line is concerned, there will be no retracing of steps.

Building Permits.

Annie Griffin, frame house, 16 McGinnis street, $740.

Louis W. Tully, frame store room, 718 South East street, $550.

C. Schwanzer, frame store room, 485 Madison avenue, $1,800.

Pauline Wehling, cottage, Sixth street, between Capitol avenue and Illinois street, $1,092.

E. Steffens, repairs, 408 California street, $300.

Would Be a Great Attraction.

Syracuse Post.

Jingbots—That was a great idea of Wigger's, the dime museum manager.

Hingbots—How's that?

Jingbots—Why, he offered Peffer a cool thousand a week to appear as the bearded lady.

The Trouble with the Jones Family.

Rushville Republican.

A strain of harmless lunacy seems to run through the Jones family. Senator Jones, of Florida, went to an insane asylum, Senator Jones, of Nevada, went to the Populists, and Sam is still at large.

Dr. Price's Cream Baking Powder
World's Fair Highest Medal and Diploma.

Ailing Women, Why Do You Hesitate?

"All I have to say is, any woman who continues to suffer with any of those trying diseases peculiar to our sex is largely responsible for her own suffering, for if she will only apply to Mrs. Pinkham, relief will follow at once.

"This I know absolutely from my own personal experience. Her Vegetable Compound is a miracle. I have seen it cure womb troubles when all the wisest doctors failed.

"My sisters, don't hesitate. Write at once; relief is waiting for you."—Mrs. Jennie Street, San Francisco, Cal.

Get *Lydia E. Pinkham's Vegetable Compound* from your druggist. It will save you. Twenty years of unparalleled success confirms its power

MERCY SHOWN THEM

PAYUNK AND WEEKS, TWO STRIKERS, RELEASED BY JUDGE BAKER.

Fines Remitted in Other Cases—Suit Against the Chicago & Eastern Illinois Road.

Judge Baker, of the United States court, dealt leniently with federal offenders yesterday. The day was devoted to the disposal of a number of contempt cases which have been pending since the close of the Debs strike. The case of Charles A. Payunk, one of the federal injunction violators, has attracted much attention. Payunk was arrested at Hammond on July 8 by the United States troops. He was taken to Chicago, confined for several weeks and then brought here and turned over to the United States marshal. The government had placed two charges against him, that of conspiring with others to obstruct the United States mails and of violating Judge Woods's injunction. He was defended by Charles Knotts, a Hammond attorney, who claimed that his client had been mistaken for another man.

The chief witness against Payunk was engineer Hall, of the Monon railroad, who testified to seeing the prisoner at the head of a mob during the strike. It was Hall who pointed Payunk out to the federal troops, and he insisted that he had not been mistaken. The defense contended that Payunk had been confused with a man named Stewart, to whom he bore a startling resemblance. E. C. Field, general counsel for the Monon, corroborated the statement of engineer Hall. Ed Weeks, another Hammond citizen, who has for two weeks been confined in the county jail, was tried with Payunk. Weeks was arrested on information filed by the Monon railroad. It was claimed that he was instrumental in preventing a Monon engineer from taking on a supply of water at Hammond. The court, in summing up the evidence against Payunk and Weeks, decided that, technically, both men were guilty, but he doubted if it would be wise to send them back to jail. Payunk, he said, had already spent three months in the jail, and the court thought that he had perhaps come to realize the importance of respecting the laws of the United States government. Judge Baker, after rehearsing the evidence, called both prisoners before him. He informed them that they were at liberty to return to their homes, but he wanted it understood that the actions of both would hereafter be watched by the government. If they decided to live like law-abiding citizens they would not again be molested, but at the slightest indication of trampling upon the federal laws or of further violating the injunction they would be brought back and punished.

At the conclusion of the court's remarks, attorney Knotts asked that the four other Hammond prisoners confined in the jail be released. He said that all had opportunities of securing employment and were willing to accept freedom on their good behavior for life. The four prisoners were Charles Merryweather, Phillip Haxell, M. McGregor and W. J. Kramer. Merryweather and Haxell were tried last week and given jail sentences, with fines. Judge Baker announced that they must serve out the sentence, but said that the fines would be remitted. The cases of McGregor and Kramer he took under advisement.

James McCune and Patrick Griffin, who were brought from Hammond six weeks ago, were taken into court and arraigned on the charge of contempt. There was evidence that they were only spectators of the Hammond riots and the cases against them were dismissed.

PATROLMAN GRUBBS'S ASSAILANT.

John Hulen Sentenced to Penitentiary for Five Years.

A jury in the Criminal Court yesterday found John Sullivan guilty of burglary and petit larceny and administered a workhouse sentence of nine months. Frank Sumner pleaded guilty to two indictments for grand larceny and will have to serve out seven years' punishment.

John Hulen was sent to the penitentiary for a term of five years on his plea of guilty to the charge of stealing a hack and team from Horace Wood's livery stable. Hulen was before the grand jury four months ago during the investigation of the Lou Parson murder. Later he distinguished himself by firing a pistol at patrolman Grubbs in the jail yard.

CONSOLIDATION RECORDING FEE.

Suit of the State Against Chicago & Eastern Illinois Road.

The case of the State of Indiana against the Chicago & Eastern Illinois Railroad Company is being heard in the Circuit Court before Judge Davis, of the Appellate Court. The State began proceedings against the road to collect a fee of $25,000, which it is claimed is due for recording the road's articles of consolidation. The defense is being conducted by attorney A. C. Harris. It is claimed that the articles were not really filed but were withdrawn when the railway company learned that it would be compelled to pay an enormous fee. It is also contended that the Statute of Indiana does not require a railroad company to file papers of that description, and that conceding this a necessary formality, there is no provision for a fee in the clause covering the incorporation of railroads. Attorney-general Smith, Leon Bailey and W. A. Ketcham are prosecuting the claim of the State.

WESTERN UNION'S FIGHT.

Temporary Injunction Against Auditor Henderson in Its Tax Case.

J. O. Henderson, Auditor of State, has been served with a notice from the United States District Court restraining him from certifying to county auditors the valuation assessed by the State Board of Tax Commissioners against the property of the Western Union Telegraph Company. The temporary injunction was granted by Judge Baker yesterday morning on the application of the firm of Butler, Snow & Butler, attorneys for the company. The complaint, a bulky document, avers that the assessment of the Western Union Telegraph Company is "exorbitant, inequitable, unconstitutional, and wholly void." It is shown that the State board fixed the value of the company's property in Indiana at $2,342,991, which amount would necessitate the payment of $7,479.57 in taxes. This assessment, the complaint holds, is in violation of Section 3, Article 1, of the Constitution of Indiana, because it attempts to depute a legislative power to the State Board of Tax Commissioners. This power, it avers, can only be exercised by the General Assembly. The order of the court is made returnable on Sept. 17.

COMPROMISE IN CLOUTIER CASE.

Gas Trust Pays $10,500 to the Young Roman Catholic Teacher.

The suit of Alphonsus Cloutier against the Consumers' Gas Company was yesterday compromised in Room 3, Superior Court. Cloutier was awarded $15,000 by a jury two months ago for injuries received in a gas explosion at St. John's Academy, where he was employed as instructor of music. Yesterday his attorneys met the representatives of the company and the latter agreed to pay $10,500 without further demur.

Trial Jury for Federal Court.

The clerk of the United States court yesterday drew the following trial jury for the District Court at Evansville, which convenes next Monday:

Willis J. Baker, Midway; Peter Becker, Troy; Joseph A. Bond, Oakton; Edward Brown, Mount Vernon; Albert P. De Bruler, Vincennes; Melchoir Droste, Ferdinand; John G. Elzenman, Rockport; Oliver N. Fretageot, Mount Vernon; Samuel W. Hart, Chandler; Samuel Hargrove, Princeton; Edward E. Highman, Mount Vernon; Henry Hunden, New Harmony; Abraham Lasker, Lasker P. O.; Emory McCool, Chandler; John McDougal, Evansville; Lewis J. Miller, Booneville; William J. Montgomery, Eureka; Goodlet Morgan, Petersburg; Lloid Thompson, Petersburg; Henry Routh, Booneville; Michael Shade, Rockport; Thos. R. Wadsworth, Raglesville; Levi Warner, Canal; Enos Webb, Folsomville.

THE COURT RECORD.

Room 2—J. W. Harper, Judge.

Jung Brewing Company vs. August Erbrich et al.; foreclosure of mortgage. Tried by court. Finding and judgment for plaintiff for $3,764.

Martha L. Newcomb vs. John W. Mick; suit for rent. Tried by court. Finding and judgment for plaintiff for $364.

E. M. Eisenbeiss vs. Jane Hull; suit on account. On trial by jury.

John J. Johnson vs. Pauline T. Merritt; mechanic's lien. Cause dismissed. Costs paid.

Room 1—James M. Winters, Judge.

Elias Walden vs. James R. East et al.; note. Dismissed and costs paid.

Dora Conley vs. Charles Conley; divorce. Decree granted plaintiff.

Walter S. Hoss vs. Henry J. Reinken et al.; mechanics' lien. Dismissed and costs paid.

Edward T. Helfer vs. John L. Booth et al. Judgment for plaintiff for $483.84.

Room 3—Pliny W. Bartholomew, Judge.

Madison Brewing Company vs. Charles Kahl; on account.

Alphonsus Cloutier vs. Consumers' Gas Trust Company. Dismissed by agreement.

Emma Miller vs. William J. Mediaris; foreclosure. Dismissed and costs paid.

H. T. Nolting vs. Helen Pearson; street lien. Dismissed and costs paid.

H. T. Nolting vs. James Shaffer; street lien. Dismissed and costs paid.

Austin F. Denny vs. Margaret Halderman; on account. Dismissed and costs paid.

E. C. Hiatt vs. John C. Bergan; on account. Dismissed at plaintiff's costs.

John McLain vs. Daniel Keeley; on account. Dismissed and costs paid.

Fred Fuehring vs. Edward Williams; street lien. Dismissed and costs paid.

Samuel Geyer vs. Roman Oehler; to quiet title. Dismissed and costs paid.

Circuit Court.

Edgar A. Brown, Judge.

George W. Stout vs. Alice Vickery et al.; foreclosure. Decree foreclosing mortgage and judgment against defendant for $240.37.

State of Indiana vs. Western Union Telegraph Company. Petition for removal to United States Court denied.

Henry C. Severin vs. H. C. Weiland; on note. On trial by court.

New Suits Filed.

Eclipse Stove Company vs. Isaac L. Frankem; suit on account. Superior Court, Room 1.

Capital National Bank vs. John C. Gregg; suit on note. Superior Court, Room 3.

Robert Zener vs. Conrad C. Koerner et al; suit on account. Superior Court, Room 2.

Myrtle A. Kiser vs. Levi Kiser; suit for divorce. Superior Court, Room 3.

Caroline Eisele vs. Bridget Ryan et al.; suit to foreclose. Superior Court, Room 1.

John Owen vs. Elizabeth Ryan et al.; suit on note. Superior Court, Room 3.

Carrie E. Coldwey et al. vs. Joseph B. Mansfield et al.; to foreclose mortgage. Superior Court, Room 2.

Lucinda R. Newsom vs. William R. Robinson; suit to foreclose. Superior Court, Room 1.

PERSONAL AND SOCIETY.

Mr. George Haerle has returned from a trip North.

Col. N. R. Ruckle will leave for the East to-day.

Mr. and Mrs. James L. Fugate are home from the North.

The family of the Rev. T. I. Coultas will be home to-day.

Mr. and Mrs. Worth Merritt have returned from Wawasee.

Mrs. James B. Black has returned from Petoskey and Lansing, Mich.

Miss Margaret O'Mahlia has gone to Lexington, Ky., to make a visit.

The Misses Wirt, who have been visiting in Brazil, returned home yesterday.

Mr. and Mrs. John Somerville have gone to Wawasee to remain a fortnight.

Willis C. Vajen and family have returned home from Maxinkuckee lake.

Mrs. D. P. Bissell and daughter Pearl have gone to Mackinac to spend ten days.

Miss May Henley has returned from a visit to L. S. Ayres's family at Painesville, O.

Misses Nellie Driggs and Daisy Clark will leave, to-day, for Oxford, O., to attend school.

Mr. Willis Vajen's family are home from Maxinkuckee, after spending the summer at their cottage there.

Mrs. W. A. Van Buren has gone to Mrs. F. M. Churchman's country home to make a visit for a short time.

Mr. and Mrs. A. M. Ogle and family are among those who have returned from their summer cottages at the lakes.

Mrs. G. A. Carstensen and children returned, yesterday, from the East, where they have been for some time.

Miss Mary Potter, of Glendale, O., is visiting her brother, Dr. Theodore Potter, at 504 North New Jersey street.

Mrs. William L. Elder has returned from Mackinac. Mr. Elder will remain there another week before coming home.

Rev. T. I. Coultas is expected home today from Europe, where he has been traveling for the past three months.

Miss Matie Richie, of Goshen, is visiting her brother, E. G. Ritchie and family. Miss Ritchie is en route to Kansas.

Mr. and Mrs. T. A. Randall will take possession of their new home on College avenue, near Twelfth street, this week.

Mrs. V. T. Malott and daughters Katherine and Daisy will go East next week. The latter will return to Bryn Mawr.

Mr. and Mrs. J. P. Dunn and Mrs. Flora Jones are home from Maxinkuckee, where they have had a cottage for two months.

Mrs. O. H. Root is home from Cleveland, where she has been visiting her sister, Mrs. Silvethorn, on Ingleside avenue.

Mrs. George N. Catterson and daughter have returned from Little Mountain, O., where they have been spending the summer.

Miss Martha Thomas, who has been visiting in Crawfordsville for a week with Mrs. Thomas Eastman returned home yesterday.

Mrs. Lucinda Watson leaves, to-day for Aurora, Neb., where she will reside permanently with her daughter, Mrs. William E. Reber.

Mrs. Eva B. Dicus has returned from Cleveland, where she has been for three months. Her son Asher has returned to Purdue to school.

Mrs. D. H. Wiles will go to Muncie today to attend the wedding of Miss Mildred Ryan and Mr. J. R. Beatty, which takes place this evening.

Mr. and Mrs. D. L. Whittier and children have returned from the cottage at Maxinkuckee. Miss Georgia Whittier has gone to Chicago to visit friends.

Mr. John E. Bradshaw, formerly of this city, who has been in New York for several months, has joined a party of friends for a hunting trip in Montana.

Mr. J. A. Lemcke and family, who have been living in Europe for the past few years, sailed for home yesterday and are expected in this city on the 20th.

Miss Bouriand, of Peoria, spent last night with Miss Florence Day. To-day both of the young ladies and Mr. Dwight Day will leave for college in Massachusetts.

Mr. and Mrs. F. L. Mayer and Mr. and Mrs. William Scott sailed, yesterday, from Europe, where they have been all summer. Mrs. Mayer has spent some time with Miss Grace Wasson in Paris.

Mr. and Mrs. George A. Dickson will celebrate their China wedding, and Mr. and Mrs. William Dickson their silver wedding, Saturday evening, at the home of the latter, on North Pennsylvania street.

Mrs. F. M. Bachman and children and Miss Amelia Kipp, who have been in Europe all summer, have landed in New York. They will return home to-day, accompanied by Mrs. Henry Severin and son Henry, who have been in New York a week.

On Aug. 30 Mr. and Mrs. J. J. Cooper were registered in Paris. They were accompanied by Mr. and Mrs. John McC. Wiley, the former consul to Bordeaux, the latter the daughter of Mr. and Mrs. Cooper. The party has been spending the summer in Switzerland. Mr. and Mrs. Cooper are expected home next month.

A dance was given, last evening, at the Country Club by a number of young men. The entertainment was in charge of Miss Erwin, Miss Winter and Mr. Henry Atkins. The night was perfect and the music and the promenades all that could be desired. Next Tuesday evening the young women will be the entertainers and return the compliment of last evening.

Marriage Licenses.

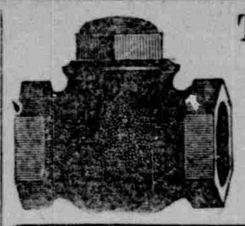
John H. Foster and Fannie C. Udell.
Frank J. Douglass and Lydia M. Myers.
James F. T. Sargent and Catherine S. Edmunds.
Joseph F. Herody and Nancy Phipps.

A Campaign Text.

Washington Post.

A very grewsome campaign text is the accident—still remembered with horror—at the old Ford's Theater, by which twenty or more government employes lost their lives. The Republican congressional committee proposes to use it, with all the additional details of pen and ink drawings, showing the terrible condition of the building while the bodies were being exhumed.

The accident will be made to do duty as a campaign document in order to show the people of the country the parsimony of the Democratic party. The efforts of Senator Manderson, a Republican, to secure the appropriation for the widows and orphans of the clerks who lost their lives will be vividly contrasted with the action of the House in refusing to make any provision for the helpless ones.



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Natural- as Supplies, Cast Iron, Malleable Iron, Brass, Hydraulic and Ammonia Fittings, Metric Metal Co.'s Meters for Natural and Artificial Gas.
STEAM, GAS and WATER GOODS.
Fitters' Tools, Packing, Belting and Steam Specialties. Plumbers' and Mill Supplies. General Agents for Snow Steam Pump Works.
62 & 64 WEST MARYLAND ST.

At a good restaurant
you often order those delicate dishes with delicious sauces, which you do not have at home. But did it ever occur to you that with
LIEBIG COMPANY'S EXTRACT OF BEEF,
as a stock or basis, you could have those very dishes made in your own kitchen?
Miss Maria Parloa
tells you how.
100 of her recipes sent postpaid by Dauchy & Co., 27 Park Place, New York.

FLANNER & BUCHANAN
FUNERAL DIRECTORS.
We have removed to new and commodious quarters. Perfect privacy and convenience assured. Chapel and Morgue in charge of lady attendant.
172 North Illinois St.

SOCIETY NOTICES.

SOCIETY NOTICE—Grand Master Machinist O'Connel will be here to address the machinists at their hall on Friday and Saturday nights at No. 33 South Illinois street. All machinists are invited to attend. Open meeting.

WANTED—AGENTS.

WANTED—Smart lady agents on good pay to sell my goods to housekeepers. Samples free. WILLIAM RIPPEY, manufacturer, Cincinnati, O.

AGENTS WANTED—$5 to $10 a day to energetic men immediately. Permanency to right parties. THE PATERSON-FOWLER COMPANY, 173 East Market street. Before 9 a. m.

WANTED—A leading Eastern Life and Accident Insurance Company desires a responsible and competent representative for this city. A rare opportunity for the right party. Address C. C. H., Journal.

WANTED—Responsible person to take agency for their town for an article that sells readily to every family. Pays 100 per cent. profit. Send for circular and samples. ROBERT S. WEST, Cleveland, O.

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WANTED—Ten undersecretaries in every town in this State; also one subsecretary in every town to manage branch office and superintend undersecretaries' work; write for particulars and free outfit enclosing 10 cents for postage. COLUMBIAN INTERNATIONAL COLONIZATION AND IMPROVEMENT COMPANY, 124 Charles street, New Orleans, La.

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FOR RENT—ROOMS—Those wishing to change room should call at 116½ North Meridian. New place, new furniture.

Signs of Fall.

New York Sun.

The autumnal signs of the woods are silence and the absence of blossoms, together with a manifest thinning of the leafy roof, so that the sunlight rains through and long vistas are opened up. The woods enjoy scarce seven weeks of full summer. It is past the middle of June before the leafy thatch has reached its thickest, and close observers note the thinning early in August. The birds are still and few, and even those living voices of the woods, the brooks, are silent from the drought, though they revived for a short season here and there after the light rains of some weeks since. There are great bare brown spaces, oval and circular basins here and there, deep with the leaf mould of unmeasured autumns, and ordinarily filled with tan-colored water. This long since oozed or evaporated away, and the over-rich soil has not clothed itself with verdure.

Gone from the woods is that warm damp midsummer smell, languorous, sensuous and suggestive. Autumn-like winds have swept through the leafy aisles and carried before them this hot tropical breath so strangely out of keeping with the temperate zone.

Not yet has it been replaced by that most elusive and delightful odor that precedes and suggests the falling of the leaves, that delicate scent which, coming to the nostrils of him who knows its meaning, brings straight before his eyes the new-laid russet woodland carpet, the mellow autumn sunlight warm aslant the wood, the glint of many spider webs, the musical rustle of the fallen leaves beneath the feet and the frosty touch of the October wind.

The G. A. R. Reunion.

Rochester Democrat and Chronicle.

This reunion is held in the second year of a national administration that has chosen to turn itself into an instrument for the persecution of veterans, their widows and orphans. Paid and volunteer spies are searching everywhere for technicalities and rumors to be used for depriving pensioners of the bounty freely given by a grateful people. The government is expending directly about $200,000 a year for the purpose of putting obstacles in the way of claimants for pensions and picking flaws in the pensions already granted. The Pension Bureau is also employed in contriving new rules and requirements in order to put off as long as possible the claims now pending. When one set of rules is complied with, other requirements are made. Apparently the expectation is that many claimants will die before the wearying process of following the rules laid down shall be ended.

Originally intended by the statesmen of the Republic to aid the veterans of our wars, the Pension Bureau has been turned into an agency for obstructing all efforts that may lead to the payment of any more money to deserving defenders. The men who assemble at Pittsburg to-day never expected that any government would assume such an attitude toward its veterans. No such humiliation ever before came to this country.

Thousands of new patrons have taken Hood's Sarsaparilla this season and realized its benefit in blood purified and strength restored.

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DR. BRAYTON. OFFICE—26 E. Ohio; from 10 to 12 and 2 to 4. RESIDENCE—808 East Washington St. House Telephone 1279. Office telephone 1454.

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.

DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE—670 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.

DR. REBECCA W. ROGERS, —DISEASES OF WOMEN AND CHILDREN— OFFICE—19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sundays: 4 to 5 p. m., at Residence, 440 North Meridian street.

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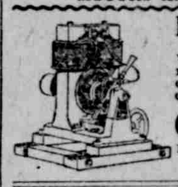

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