COAL MOVING FREELY

BUT SHIPMENTS WOULD BE LARGER IF CARS WERE PLENTY.

West-Bound Traffic of Local Railways Greater than East-Bound—Slight Falling Off in Business.

The train records show that in the week ending Oct. 13 there were 515 fewer loaded cars received and forwarded than in the week ending Oct. 6, but, going back to the corresponding week of 1893 it will be noticed that 2,553 more loaded cars were handled this year. The decrease in business last week, as compared with the week preceding, was divided between twelve roads, three of the lines handling more business last week than in the week ending Oct. 6, namely, the Panhandle, the Big Four's Chicago division and the Big Four's Bee-line division. This increase was in the movement of cotton and live stock, largely eastward. The east-bound shipments of grain, flour and provisions last week were not as heavy as in the week ending Oct. 6. A marked increase in west-bound business is noticeable with the Panhandle, the Big Four lines, the Cincinnati, Hamilton & Dayton and the Vandalia, and this increase is noticeable in both high and low-class freights, which may be taken as evidence of improving business with the iron industries. There is a heavy movement of coal; in fact, it is now limited by the cars which can be commanded. So unusual is it for the west-bound business to exceed east-bound that it is exciting comment. In local traffic the volume last week fell a little below either of the three preceding weeks out-bound, while the in-bound business exceeded that of the same week. Apples, potatoes and other vegetables are coming in by the train load, being shipped here from Michigan, New York and several other States, Indianapolis having become a great distributing center. The movement of live stock, coal and provisions is at a maximum. Below is given the car movement for the weeks ending Oct. 13, Oct. 6 and the corresponding week last year:

Name of Road.	Oct. 13.	Oct. 6.	1893.
L., N. A. & C., Air-line	479	465	374
I., D. & W.	392	401	310
C., H. & D.—Ind'p's div.	784	839	825
L., E. & W.	585	682	468
Penn.—I. & V.	638	660	653
Penn.—J., M. & I.	969	1,097	789
Penn.—Chicago div.	648	714	579
Penn.—Columbus div.	1,810	1,683	1,570
P. & E.—East div.	948	979	819
P. & E.—West div.	964	1,004	1,061
Big Four—Chicago div.	1,752	1,979	1,664
Big Four—Cin. div.	2,423	2,329	2,041
Big Four—St. Louis div.	2,060	2,038	1,621
Big Four—Cleveland div.	2,105	2,156	1,690
Vandalia	2,014	2,092	1,674
Totals	18,601	19,116	16,048
Empty cars	4,160	4,380	4,362
Total movement	22,761	23,496	20,410

An Important Meeting Called.

Chairman Blanchard, of the Central Traffic Association, has called a meeting of the general managers of the roads in the association at Cleveland, Oct. 23, to consider vital questions affecting earnings of roads in their charge. He, it is said, called the meeting at Cleveland to get away from the unfavorable surroundings at Chicago when rates are to be considered. Below is given some of the subjects which Chairman Blanchard states will come up for consideration: Freight rates, including export rates and their manipulations by the use of fictitious destinations; through passenger fares, including the consideration of different fares; freight rates and passenger fares local to the territory of the Central Traffic Association; passenger commissions; consideration of divisions of passenger traffic; special freight rate contracts and their continuance or discontinuance; rules to govern the issuance of annual or other passes; mileage upon various classes of cars; the apportionment of freight tonnage; pending proposed legislation as to traffic agreements and their proposed enactments.

Legal Decision on Car Service.

A good deal of interest has been taken in a suit that the Chicago & Northwestern brought against the John Strange Paper Company to force the payment of car demurrage. The case was first tried April 3, 1893; later, on a change of venue, it was taken to the court of Winnebago county, Wisconsin, the demand being for $596 demurrage charges. Both sides agreed to trial before the court, without jury, which has just decided, entering judgment in favor of plaintiff for the full amount claimed—$596. The defendant did not dispute records for cars, nor question the right of railroad companies to collect car-service charges, but advanced a counter claim based on alleged delays on the part of the railroad company in placing cars. The court found that the allegations of the plaintiff as made were true; that the defendant withdrew the counter claim; that the defendant owed plaintiff the full amount sued for, and judgment for the plaintiff was entered accordingly in both cases.

Annual Report of the C. & E. I.

H. H. Porter, chairman of the executive committee of the board of directors of the Chicago & Eastern Illinois, has in print the annual report of the operations of the road for its fiscal year ending with June 30, 1894. It shows:

	1893-94.	1892-93.	Increase.
Earnings	$3,860,114	$4,446,959	*$586,845
Expenses	2,250,299	2,990,315	*740,016
Net	$1,609,815	$1,456,644	$153,171
Charges	1,215,267	1,067,346	147,921
Balance	$394,548	$389,298	$5,250
Pfd. div.	286,914	283,986	2,928
Surplus	$107,634	$105,312	$2,322

*Decrease.

Traffic Notes.

The Peoria & Eastern is doing a good business. Its west-bound traffic is about as heavy as its east-bound on the western division. Last week 596 loaded cars were sent west, against 368 brought in.

In-bound business with the Lake Erie & Western is in excess of outbound, the road last week bringing in 339, against 255 loaded cars sent out. Receipts of fruits and vegetables from northern points over the L. E. & W. are heavy.

The Vandalia last week brought in 967 and forwarded 1,017 loaded cars. The receipts over this line of tropical fruits and transcontinental freight fully make up the loss in coal traffic with the introduction of natural gas at Indianapolis.

The Cincinnati, Hamilton & Dayton is doing a good business, but would make a more favorable exhibit had it more cars at its command. The Vandalia and the Indianapolis, Decatur & Western are turning over to the road fifty to sixty cars per day.

The four Pennsylvania lines last week received and forwarded 4,057 loaded cars, a decrease of ninety-seven cars, as compared with the week preceding. The Panhandle proper, however, handled at Indianapolis 1,810 loaded cars, bringing in 966 and forwarding 844, being the heaviest business of any week since 1892.

It is said that no system of roads in the country is showing as large a tonnage on the mileage covered as does the Big Four. Last week the four divisions received and forwarded at Indianapolis a total of 10,357 cars, 8,370 being loaded cars. This was 130 fewer loaded cars than were handled at this point in the week ending Oct. 6. Two of the four divisions last week show an increased loaded car movement.

The Monon continues to make a favorable exhibit, especially north-bound. Were its south-bound traffic as heavy as north-bound its weekly statement would be even more satisfactory. The Cincinnati, Hamilton & Dayton turns a good deal of business for the northwest to the Monon. George Brecount, since appointed commercial agent of the Monon at Cincinnati, has trebled the business from that section.

Personal, Local and General Notes.

B. Cowden has been appointed general freight agent of the Alabama East and West road.

General Agent Blye, of the Trunk-line Association, is reported to have fallen heir to a $50,000 legacy.

The Indiana Car-service Association in September handled 19,756 cars, the largest business in any month of the last seventeen.

A handsome sum of money has been raised to equip Cornell University with a railroad plant similar to that of Purdue University.

An official of the Big Four states that had the company the cars it would to-day be handling a larger coal tonnage than any other road in Ohio, Indiana or Illinois.

W. A. Cuykendall, who was one of the early locomotive engineers on the Bee Line and the Indianapolis & Cincinnati, who went to the Santa Fe fourteen years ago, is visiting relatives here. He says that as soon as he has cast his vote in Kansas he expects to return to Indianapolis for permanent residence.

Wm. F. Brunner, assistant general passenger agent of the Vandalia and the Pennsylvania lines, came over from St. Louis Saturday night to spend Sunday with his family.

Milton H. Smith has gone to New York, for the purpose, it is believed, of closing the deal by which the South Carolina road will come under control of the Louisville & Nashville.

There is said to be some ground for the report that E. St. John may leave the Chicago & Rock Island. The placing of W. H. Truesdale above him in official title, it is said, has caused some feeling on the part of Mr. St. John.

The management of the Gulf, Colorado & Santa Fe have asked J. A. Cavanaugh, superintendent of car service of the Big Four, to send them the manifest system on which the cars of the Big Four are handled so promptly.

The Western Passenger Association has voted to allow mileage tickets signed in any office of a road belonging to that body, instead of at the office where issued. This change will be appreciated by purchasers of this class of tickets.

On Saturday, by the breaking down of a freight train on the Vandalia, near Effingham, Train 20 was delayed fifty-eight minutes and on its present fast time, with nine cars, it made up thirty-eight minutes between Edingham and Indianapolis.

E. O. McCormick, passenger traffic manager of the Big Four, spent Saturday in the city. He talks cheerfully over the outlook for the passenger business of the Big Four. The new fast train is exceeding expectations in the business it is doing.

H. L. Morrill, vice president and general manager of the St. Louis & San Francisco, who came over from St. Louis to attend the Loyal Legion meeting, returned yesterday, having done much to make the gathering of the members of the legion a pleasant one.

General Manager Barnard, of the Peoria & Eastern, J. Q. Van Winkle, general superintendent of the Big Four, and Superintendent Graves, of the Indianapolis, Decatur & Western, left yesterday for New York to attend the superintendents' meeting.

W. H. Prouty, who for some years was with the passenger department of the Indiana, Bloomington & Western, later general passenger agent of the Chesapeake, Ohio & Southwestern, is now on a large ranch at San Jose, Cal., and highly prosperous.

A new move in the Indianapolis, Decatur & Western's future may soon be looked for. Eastern capitalists interested in another important Western road last week sent an expert engineer out to give the property and its equipment a careful inspection. The expert returned Saturday, and he thinks his report will be satisfactory.

D. G. Edwards, general passenger agent of the Cincinnati, Hamilton & Dayton, in connection with Frank Reed, general passenger agent of the Monon, has arranged for an excursion to Chicago from points on the line as far north as Dayton, the fare for the round trip from Cincinnati or other points to be $6. The excursion will be run on Saturday, Oct. 27, tickets being good on either train going and good to return up to and including Train 35, which leaves Chicago at 8:30 p. m., Monday, Oct. 29.

The Wabash earned in the first week of October $253,285, a decrease as compared with the corresponding week of 1893 of $67,000. Since Jan. 1 the decrease reaches $1,887,916. The Toledo, St. Louis & Kansas City earned in the first week $3,833, an increase over the corresponding week of 1893 of $5,835, and over the corresponding week of 1892 of $244. The Louisville, Evansville & St. Louis earned in the first week $31,310, a decrease from last year of $3,418; compared with the corresponding week of 1892 the decrease was $8,132.

The storage battery system of lighting trains with electricity recently introduced on the Chesapeake & Ohio is working admirably. C. B. Ryan, general Western passenger agent of the C. & O., writes: "The attention of both the laymen and the teachers in electricity in this country has been especially called to this system by an inquiry received very recently by Mr. W. S. Morris, our superintendent of motive power, from electrical savants in Germany, asking for information on this very important invention. We are able to store gas in economical space at a far less cost than ever before, and with the clearest results, that will suffice for six days on diners, and all our cars are charged to run to New York and return. No other railroad in the United States is so equipped and we confess to our pride in the matter."

EDUCATED FOR ONE CENT.

Mrs. George Gould Backing an Interesting Kindergarten Scheme.

New York Recorder.

Mrs. George Gould, with the assistance of her sister-in-law, Miss Helen Gould, and Mrs. Theodore Sutro, has again started the little kindergarten at 134 Broome street, in which all three took so much interest last year. The kindergarten opened yesterday morning in the basement of the Rev. J. T. Wild's church.

Promptly at 9 o'clock twenty-eight boys and girls, ranging in age from two and a half to four years, marched into the school room and were assigned to chairs arranged around an oblong table a foot and a half high. After singing a few kindergarten songs, they were allowed to leave their seats and start their game. This was done in the most systematic way. Every child had his or her part to do, and had to play according to the rules of the game. After they had played and laughed to their hearts' content, they took their seats and each was given a small card, with the design of an apple or peach sketched upon it.

Every child was supplied with a darning needle, threaded with bright worsted, and told to go over the pattern. When the cards were finished they were collected by the teacher, and some real apples and peaches were produced, with which to compare them. In this way the children learned the shape, color and texture of both fruits.

A little later the apples were cut open and the children counted the seeds, and compared them with the large stone of the peach. After the teacher had satisfied herself that the children had learned all they could from the fruit she allowed them to eat it.

At 11 o'clock every child was supplied with a pint bowl of milk and some crackers. To some this was breakfast, many of them coming from homes where nothing is supplied for the little ones before they start for school.

"The milk and bread they get here," said Mr. Wilds to a reporter, "is to many of the children the only good meal of the day. They come here without breakfast, and there is very little dinner for them on their return home. Some days we change the bill of fare and give them coffee instead of milk. I was a little anxious about doing so at first, but after consulting a good children's doctor I decided that it would not hurt them."

"Does Mrs. Gould take an active interest in the school?" was asked.

"Oh, yes," replied Mr. Wilds. "She visits it occasionally and sends the children flowers and potted plants. This kindergarten is in connection with Mrs. Gould's potted flower charity. In the spring she sends the little ones seeds and they are told how to plant them. In the fall she offers a prize for the most successfully grown plants. Last year two of the prizes were awarded to this kindergarten. It is wonderful the interest these little ones take in flowers and the pains they will take to raise them."

"What does it cost to conduct the kindergarten for a year?" asked the reporter.

"Well, I should think about $1,200. For several months last year Mrs. Gould sent $100 a month, and before the opening of school she did the same this term; so, with what she sends and with the assistance we get from Miss Helen Gould and Mrs. Theodore Sutro, we manage very nicely. What we want now is more teachers so that we can take in more children."

"Is the kindergarten nonsectarian?"

"Yes; entirely so. Nearly one-half of the children you see here are Hebrews. Some are Roman Catholics and the rest are Christian children."

"Is the school entirely free?"

"No. Those who can afford to pay are required to do so. The parents of some of the children who come here can well afford to pay, so we ask of them $1 a week. The other children come for 1 cent a day. In the winter a great many of the children are clothed here."

The potted flower mission and this kindergarten were Mrs. Gould's and Miss Helen Gould's pet charities last year. In the summer Miss Gould entertained the whole school at Woody Crest, and one little child, who, it was found, had scarlet fever she took under her special care and procured a trained nurse for it. From time to time she visits the school, always taking an active interest in the work of the little ones and looking carefully after their physical welfare as well as their mental and spiritual conditions.

Great Chance for Doctors.

New York Sun.

Lives there a doctor who could bring about a cure in the case of the Czar? We have no doubt that the Czar would be willing to give such a doctor millions, make him a prince, build him a palace beside his own upon the Neva and order the Holy Synod to canonize him as soon as he shuffled off his mortal coil. There is a great chance for the doctors.

"All run down" from weakening effects of warm weather, you need a good tonic and blood purifier like Hood's Sarsaparilla. Try it.

NOTES OF INDUSTRIES

UNUSUAL QUANTITY OF CORN TURNED INTO CEREALINE.

A Successful Canning Season Brought to an End by the Frost—Stocks of Wool.

In no month since Indianapolis came into prominence as a center for manufacturing cerealine products has so large a business been done as in September. Both the cerealine mills and the Indianapolis hominy mills were run to their full capacity. Since the 1st of October there has been a little slowing down to make repairs, or on account of the scarcity of corn required. In the month of September the cerealine mills converted 135,200 bushels of corn into cerealine products, or an average of 5,200 bushels per day, and the Indianapolis hominy mills shipped 141 carloads of manufactured corn products. One of the singular features of this business is that there has been an increased home demand for these products, while the export demand has not been as large. In fact, only about 25 per cent. of the goods the two establishments manufactured were exported.

No More High Ice Prices.

"One question is settled forever," said one of the oldest ice dealers in the city; "that is that the people of Indianapolis will never again be bled by exorbitant prices for ice, as the season past has demonstrated that the consumers can be furnished with artificial ice just as low as with natural ice under the most favorable circumstances. In fact, 90 per cent. of the ice used in this city through this, the hottest summer I ever knew, was furnished by the artificial ice plants. Another question which has been settled for good is that the ice dealers of Indianapolis cannot get up and maintain a combine on prices. Last spring the strongest combination I ever knew in the city was formed, and in less than two weeks some of the subscribers to the agreement were shading prices, and finally all got back to the old figures. For domestic purposes ice was furnished at from 25 to 30 cents per one hundred pounds, which is as cheap as any kind of ice can be furnished and the dealer pay his men and take good care of his horses and equipment, in which items lies the heaviest expense."

Brightwood Waterworks.

Manufacturers at Brightwood, as well as its citizens, are jubilant over the prospects of getting pure soft water in abundance. The preliminary steps have been taken to construct waterworks which will amply supply this thriving Indianapolis suburb, and with water that is pure as well as soft and adapted to all uses. The Big Four is taking considerable interest in the matter as it will be used for not only their shops, but for the large number of locomotives which are housed at Brightwood. The committee which has the whole matter in charge is rather pleased with the plant at Knightstown, Ind., which, while not very expensive, is very complete and serviceable. Within a short time the committee will decide on what the plant shall be; then work will be proceeded with vigorously.

Canning Season Closed.

The frosts of the last few mornings have cut off the tomato and other crops, and thus ends the season with the packing houses. Van Camp & Co., Tuesday, dropped from their pay rolls between six and seven hundred people, mostly women, and have but eighty now at work in the soup and catsup departments. The American Canning Company has shut down after having one of the best seasons since it was established, thus throwing between two and three hundred out of employment. Three months ago it was said that less corn and tomatoes would be canned than usual, but directly the reverse is the case. Larger quantities of both have been canned than ever before, as both the Polk and the Henry canning companies make equally favorable reports with the two first named.

Indianapolis Horse Market.

For years Indianapolis has been prominent as a State to buy good horses, but in the last year it has come into more prominence through auction sales, which were first established semi-weekly in this city by Blair & Baker. Two more large sales barns have now been established, and in the month of September over fifteen hundred horses were sold in Indianapolis. A large per cent. of these were shipped away from here, one firm shipping forty-five carloads. Buyers now attend these sales from Eastern, Southern and Northern markets in considerable numbers. At the last sale eighty horses were purchased for export, a new feature in the business for Indianapolis. The three sales stables have a capacity to care for twelve hundred horses at one time.

Mr. Voorhees, Read This.

Last spring the price of wool was so low that some of the dealers purchased more largely than usual and stored it, looking for better prices, but as yet have been unable to get even as high figures by 2 cents a pound as they paid for their wool. In fact, of late they have been unable to get even an offer for it. One firm now has stored in the southern part of the city 260,000 pounds of wool, and the firm has about abandoned the idea of getting out of their season's wool business without considerable loss.

Industrial Notes.

Tucker & Dorsey are experiencing a temporary boom in trade. Last week the firm had sixty men at work and were working nightly until 9 o'clock.

Reeves & Company, manufacturers of threshers, engines, etc., have leased, for a term of years, the large buildings on South Tennessee street recently occupied by Blair & Baker.

President Bennett, of the Indianapolis Stove Company, states that the company is now working 100 men out of the usual 135. He said their sales were exceeding 1893 but not up those of 1892.

Swift & Company will this week open business here. The new cold storage house on Kentucky avenue is completed and some lively competition in the sale of dressed meats is now looked for among the four establishments of this kind.

Olaf Olsen, proprietor of the Indianapolis machine and bolt works, will this morning start up his foundry, putting fifteen men at work. In his machine shops he is now employing sixty men, half his usual force, and has work to keep them busy for the present.

Rumely & Company, manufacturers of threshers, engines, etc., have torn down the old frame building they have occupied for some years on the corner of Tennessee and Georgia streets, preparatory to erecting a three-story brick building covering the entire ground.

A. A. Helfer & Son are just completing an addition to their carriage works on North Tennessee street. The building is of brick, one hundred feet long by fifty wide and two stories high. They expect to manufacture carriages and buggies as well as to do repair work.

Ellis & Helfenberg report business good. They are employing as many men as at any time since their works were established. This company sells a good deal of its work in the Southern States, and report that since the State fair their iron fence trade, especially in Indiana, has improved.

When in Germany, D. M. Parry, president of the Parry Manufacturing Company, purchased a two seated carriage and a dray of native manufacture and he has them on exhibition at his works. The carriage will weigh fully twice as much as the American build of the same plan. All the iron work is done by hand and it has a clumsy look, but is of substantial character. The dray is not as heavy as the American dray. It has four wheels and is lower than the American build.

The new company which takes the Indianapolis Cabinet works will not manufacture their own veneering. It is stated that one of the great leaks with the works when under the Coffins was the department of veneering, which only the most experienced can manufacture with profit. Indianapolis has become quite noted in this industry. The Pullman company for years has purchased most of its veneering from our manufacturers. There are two large veneering manufactories here and they have a capacity to turn out twelve million feet a year.

The Work of Incompetents.

Rochester Democrat and Chroncile.

A dispatch from Indianapolis states that the flouring mills of that city are complaining about the loss of their trade with Cuba, and that the candidates for Congress in the State are to be pledged to retaliate against every country that discriminates against the products of the United States. The proper retaliation is against the fat-witted leaders of the Democratic party, who deliberately destroyed reciprocity, knowing that our growing trade with Cuba, Germany and France would be jeopardized. Before the tariff bill putting a duty on sugar and ending reciprocity became a law the Spanish authorities had taken action looking to the immediate restoration of the heavy duties on American flour and other products which had been admitted to Cuban ports on very favorable terms. In spite of this warning the Democratic leaders persisted, and are therefore fully responsible.

Let us see what the Democratic party has done by its reckless tariff legislation. The valuable market for American flour and other food products in Cuba has been absolutely destroyed, and Germany is threatening to shut out our meats. On the other hand, the cost of one of the great necessaries of life, sugar, has been increased to every consumer. The price of wool has been brought to the lowest notch by placing it on the free list, and American farmers have been brought face to face with Canadian competition. The price of wheat has declined about 40 per cent. It will do no good to retaliate against Spain and other countries. The incompetent Democracy should rather be swept out of power.

NEWS IN SUNDAY'S JOURNAL.

Summary of the Principal Events Printed in the Issue of Oct. 14.

The Kaffirs have succeeded in invading a portion of Laurenzo Marquez.

Chief Justice Bleckley, of Georgia, tendered his resignation to Governor Northen.

A wholesale forgery of Chinese certificates has been discovered at El Paso, Tex.

W. C. P. Breckinridge was suspended from Mount Horeb Church until Feb. 1, 1895.

The Viking ship was formally presented to the Field Columbian Museum in Chicago.

James O. Broadhead, minister to Switzerland, and Embassador Bayard arrived at New York.

A Wabash passenger train was wrecked near Springfield, Ill. The engineer was slightly hurt.

Thomas B. Reed opened the New York Republican campaign with a speech at Cooper Union.

Three drunken Slavs at Maltby, Pa., shot and killed a boy and mortally wounded two girls.

The American Board of Commissioners of Foreign Missions adjourned to meet next year in Brooklyn.

The King of Servia will be a guest of the German Emperor this week. The visit is said to have political significance.

Rev. Mr. Cauley was killed at Roxton, Tex., yesterday by Green Butcher. It is reported that Cauley insulted Butcher's wife.

Senator Vest offers $950,000 to any one who can show and prove that he is worth $1,000,000 as a result of senatorial experience.

Charles E. Anderson, private secretary to Norman Fay, of Chicago, was held on a charge of embezzling $14,000 from his employer.

Assistant Attorney-general Thomas says a number of new bond investment swindles have been unearthed by the Postoffice Department.

A compromise has been effected on German Anarchist laws. No special acts will be passed, but the present measures will be vigorously enforced.

Ex-Superintendent Dixon, of the State deaf and dumb institution of Kansas, charges Mrs. Lease with advising him to plunder the State of $20,000.

Clever confidence men have been perpetrating wholesale swindles on St. Louis, Chicago and Cincinnati merchants by means of bogus New York drafts bearing the name of a Jacksonville (Ill.) banking firm.

Indianapolis.

Purdue defeated the Butler football team by a 30 to 0 score on the Ohio-street grounds.

Marion Club and Thirteenth ward Republicans adopted resolutions of respect to the late Aurelius J. Joyce.

John W. Richard was appointed receiver for John W. Secord, manufacturer of machinery on South Pennsylvania street.

Ex-President Harrison and party returned Saturday evening from the trip to Evansville. The statesman received ovations all along the roads from that city.

(From Sunday's Second Edition.)

Joe Patchen's First Break.

SIOUX CITY, Ia., Oct. 13.—This was the last day of the interstate fair race meeting. The track was fast and the weather warm. Joe Patchen made two attempts to lower his record of 2:04, but failed. On the first mile the pacing was very poor. He went three quarters in fast time, but in the home stretch slackened his speed and finished in 2:05½. Time by quarters: :31¼, 1:02½, 1:34½, 2:05½. Patchen broke on the last quarter of the second mile, but went under the wire in 2:06 flat. Curry drove to the first quarter in :32, to the second in 1:02 and the third in 1:33½, leaving him 30¾ seconds to tie the stallion record held by John R. Gentry of 2:03¾. At this point the second pacemaker turned in, but came too close, and the great pacer left his feet for the first time this season, or another world's record would undoubtedly have been broken. The pacer La Belle, who lowered her record to 2:12 on Thursday, cut it to 2:09 to-day. Summaries:

Free-for-all trot; purse, $700:

Kentucky Union	1	1	1
Robbie P.	2	2	2
Greenleaf	3	3	3
May Be	Dis.		

Time—2:15½, 2:13, 2:12½.

The 2:30 trot; purse, $500:

Barney K.	3	1	1	1
Chancewood	1	2	2	2
Dinah	2	3	5	4
Belle B.	7	4	7	3
Giovanni	4	5	4	6
Algonquin	6	6	6	5
Happy Glenn	8	7	8	dis
Crickett	5	8	3	dis

Time—2:25, 2:26, 2:25, 2:26.

Three-minute pace; purse, $400:

Russell J.	1	1	1
Ophelia	2	2	2
H. P.	3	4	3
Edith D.	4	3	4
Alick Gray	5	5	dis
Sandy	6	dis.	

Time—2:23, 2:22½, 2:21.

Notre Dame, 14; Hillsdale, 0.

SOUTH BEND, Ind., Oct. 13.—The football season at the University of Notre Dame opened this afternoon with an interesting game between the Notre Dame team and the Hillsdale (Mich.) eleven, in which the latter never scored a point. Notre Dame's men lined up against their opponents and took three touchdowns and one goal without yielding anything in return, the score standing 14 to 0. The visitors made a determined rally in the last half and had the ball on Notre Dame's goal line when time was called. Notre Dame did splendid work all through the game, showing that the university has an eleven which will make a hard fight. The teams lined up as follows:

Notre Dame.	Position.	Hillsdale.
Murphy	Left end	Kitchen
Corby	Left tackle	Robinson
Morse	Left guard	Tucker
Chidester	Center	Holland
Casey	Right guard	Manns
Mullen	Right tackle	Keeler
Zeitler	Right end	Falconer
Barrett	Right half	Snyder
Scmidt	Left half	McDonald
Dinkle	Full back	G. Greene
Brennan	Quarter back	B. Greene

McKinley's Trip Ended.

TOLEDO, O., Oct. 13.—To-day Governor McKinley returned to his own State. He was given a welcome home that was entirely in keeping with the splendid receptions he has met abroad. He spoke at Paulding this afternoon to a large audience composed mainly of the farmers of Paulding and the adjoining counties, and after the meeting he was conveyed on a special train to Toledo, stopping en route at Defiance, Napoleon and Liberty, and making a short speech at each place. The Governor was accompanied from Toledo to Paulding and back by Secretary of State Taylor, State Auditor Poe and others. The people of Toledo, despite the inclement weather, congregated in great numbers at Memorial Hall, filling that place to the utmost with an exceedingly demonstrative audience which gave McKinley a more than royal welcome home after his triumphs in the West. A big procession was on the evening's programme, but it had to be abandoned on account of the rain. In the morning the Governor goes to Columbus.

Elliott Defeats Carver.

KANSAS CITY, Mo., Oct. 13.—Even the most enthusiastic admirer of Dr. Carver cannot now doubt the superiority of J. A. R. Elliott over him at pigeon shooting at thirty yards rise and fifty yards boundaries. All question in this direction was practically settled at Exposition Park to-day by Elliott taking the third and last match of the series by a score of 99 to 93. In addition to his winning the decisive shoot, Elliott's record of 199 birds out of 200 in the last two matches is something that will go down in trap shooting history as marvelous. Dr. Carver was not in particularly good form. On the other hand, Elliott, aside from his single miss, the twenty-ninth bird, seemed surer than on Friday.

Another Object Lesson.

KOKOMO, Ind., Oct. 13.—'Squire Boggs, of Warren township, Clinton county, has had his experience with the new tariff law, and knows its effect on the farming industry in this country. For several years past Mr. Boggs has been shipping his hay to Baltimore, Md., always finding it a good market. Last week he shipped nineteen carloads there, according to his usual custom. Yesterday he received a letter from his commission merchant stating that on account of the tremendous amount of hay sent to Baltimore from Canada since the tariff bill was passed there was no market for his consignment, and it would scarcely sell for enough to pay freight. Mr. Boggs was further informed that his nineteen carloads of hay were in the Baltimore yards, subject to the shipper's orders. 'Squire Boggs is thoroughly disgusted with the Democratic party and its destructive legislation.

Gas City Tin Plate.

GAS CITY, Ind., Oct. 13.—The great tinplate works of the Morewood company, at this place, will resume work Monday, Oct. 15, after a shut-down of one week pending an agreement of wages between the company and its employes. The same schedule that has heretofore been in effect will continue for an indefinite time, the employes agreeing to accept any reduction at a later date that may be accepted by the other tin-plate workers of the gas belt. The management still maintains it cannot afford to operate the plant without a reduction of wages, but state that while other plants in the gas belt are in operation policy requires it to continue, whether at a profit or loss.

New Starting Device.

NEW YORK, Oct. 13.—A new starting device was successfully operated at the Maspeth race track this afternoon. A gate was erected across the track at the five-furlong post. Two races were started with it today. In the first a field of five was dispatched in a line, while in the second a field of ten, which stood before the apparatus, was sent away beautifully. After three gongs are sounded the gate swings forward and upwards and the racers are enabled to go off in a bunch.

Fiendish Negress.

PARIS, Ky., Oct. 13.—Henry Hall, colored, was murdered in a peculiarly brutal manner by his wife, who has been arrested. About a week ago, after being beaten by his wife, Hall attempted suicide by drowning, but was rescued. His wife took him home, stabbed him in the side with an ice pick, filled the wound with cotton and sewed it up with an ordinary needle and thread. To-day Hall died of the stab.

Electric Car Passengers Hurt.

KANSAS CITY, Oct. 12.—An electric car on the Armourdale branch of the elevated railway ran away on the Seventh-street viaduct, in Armourdale, to-day, and a score of passengers were slightly and four seriously injured. R. W. Morris, C. A. Hunt, Charles Prill and conductor C. L. Stone were badly but not fatally hurt.

China Not Suing for Peace.

LONDON, Oct. 13.—Sir Halliday Macartney, counselor of the Chinese legation in this city, in an interview to-day, declared that the report that China was suing for peace was untrue. He added that any such proposal is not within sight by a long way.

POTATOES HIS ONLY WEAPONS.

How a Humorous Kentucky Dominie Brought the Code Into Ridicule.

Lexington (Ky.) Transcript.

One way of combating an evil practice is to make it ridiculous. It was by this means that dueling was stopped in a certain district in Kentucky some forty years ago. At that time a traveling preacher named Bowman, a strong, muscular man, was conducting a series of religious meetings in Kentucky. At one of them a well-known desperate character created a disturbance, and, being publicly rebuked by Bowman, sent him a challenge to fight.

The preacher's first thought was to treat the matter with silent contempt. Then he reflected that dueling was all too common in that region, and he decided to accept the challenge.

As the challenged party, Bowman had the choice of weapons. He selected a half bushel of large Irish potatoes, and stipulated that his opponent must stand fifteen paces distant, and that only one potato at a time should be taken from the measure.

The desperado was furious, but Bowman insisted upon his rights as the challenged party, and threatened to denounce the fellow as a coward if he made further objections. Seeing no way out of the scrape, the desperado at last consented.

The contest took place on the outskirts of the town, and almost everybody in the place turned out to see the fun. The seconds arranged the two men in position, by the side of each being a half bushel measure filled with good-sized potatoes.

Bowman threw the first one. It struck his opponent in a central spot and fell in pieces. A shout of delight went up from the crowd, which flurried the desperado, and his potato flew wide of the mark. Bowman watched his chance, and every time his opponent stooped for a potato another one hit him in the side, leaving a wet spot on his clothes and then scattering on all sides. The fellow was hit in this way five times; then the sixth potato struck him in the short-ribs, and he lay on the grass doubled up with pain and groaning "Enough."

The bystanders went wild with delight, but Mr. Bowman looked very sober. The desperado was taken home and put to bed, and there he stayed for more than a week. And when he appeared again he was greeted with so many jokes that life was almost a burden to him. That was the end of dueling in that region.

THE MINING OF ASPHALT.

How the Popular Paving Material Is Taken Out in California.

Harper's Weekly.

By far the most interesting, largest and most valuable asphalt deposits yet discovered in this country are the two known collectively as the "Alcatraz," located thirty miles apart on the sea coast of Santa Barbara. The most westerly of these, La Patera mine, some fifteen miles from the city of Santa Barbara, is of rock asphaltum, which is mined like coal, and breaks off in large chunks, exhibiting a perfect conchoidal fracture. It is found in thick seams, inclosed by walls of shale, and extends to unknown depths. The main shaft of La Patera is now down about 150 feet, at which level there is no sign of diminution in the supply. An interesting feature of this unique mine is the steady asphaltic growth constantly taking place in the drifts. The material, being slightly plastic, is forced into every opening by pressure from below, so that last year more than fifty feet of actual growth were cut away in order to keep the workings open.

Ledges of this rock asphaltum extend far out beneath the sea, and it is interesting to note that specimens broken from the surface of these, where they have been exposed to the action of salt water for ages, show the same chemical and physical qualities as do samples from the bottom of the deepest inland shaft.

Bad Outlook for the Tiger.

Philadelphia Inquirer.

It begins to look as if the Tammany tiger's tail was going to get a frightful wrench. They will be using patches of the hide to stop up holes in the organization before long, and it is going to be a hard winter, too.

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

When a Woman
Has Constant Backache

she cannot walk or stand, her duties are heavy burdens, and she is utterly miserable.

The cause is some derangement of the uterus or womb. Backache is the sure symptom. For years Sarah Holstein, who lives at 7 Perry St., in Lowell, Mass., suffered with falling of the womb. The best doctors failed to relieve her, and as a last resort she purchased six bottles of *Lydia E. Pinkham's Vegetable Compound.* Now she is a well woman.

The dreadful pain in her back stopped after taking the second bottle. She wishes she had taken it sooner, and saved both money and years of suffering. This Vegetable Compound is the one unfailing remedy for female complaints.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES.

ATKINS E. C. & Co., Manufacturers and Repairers of CIRCULAR, CROSS-CUT, BAND and all other Belting, Emery Wheels and Mill Supplies. Illinois street, one square south Union Station. SAWS

SAWS BELTING and EMERY WHEELS. Specialties of W. B. Barry Saw & Supply Co 132 S. Penn. St. All kinds of Saws Repaired.

Nordyke & Marmon Co. [ESTAB. 1851.] Founders & Machinists Mill and Elevator Builders, Indianapolis, Ind. Roller Mills, Mill-Gearing, Belting, Bolting-Cloth, Grain-cleaning Machinery, Middlings Purifiers, Portable Mills, etc., etc. Take street-cars for stock yards.

ABSTRACTS OF TITLE.

THEODORE STEIN, Successor to Wm. C. Anderson. ABSTRACTER OF TITLES 86 EAST MARKET ST.

DETECTIVE AGENCY.

WE NEVER SLEEP.

American Detective Agency, Northwest corner Washington and Delaware sts., Rooms 5 and 6, Indianapolis, Ind. Tel. 1428. This agency is prepared to do all legitimate detective business intrusted to it by Banks, Railroads, and all other corporations, Mercantile Houses, Attorneys and private individuals. We employ only the most skilled operatives. All business strictly confidential. Correspondents in all principal cities. Open day and night. H. C. WEBSTER, Supt. JAMES CAMPBELL, Assistant.

PHYSICIANS.

DR. FRANCIS J. HAMMOND Office, 38 East Ohio St. HOURS—9 to 11 a. m.; 2 to 5 p. m. Diseases of the Stomach and Nervous System.

DR. C. I. FLETCHER. RESIDENCE—573 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. J. A. SUTCLIFFE, Surgeon. OFFICE—95 East Market street. Hours—9 to 10 a. m.; 2 to 3 p.