DIED.

WHITESIDE—Helen D., died Sunday, Nov. 17, at the residence of her parents, Mr. and Mrs. A. R. McAlpine, 223 East Walnut street. Funeral Tuesday at 2 p. m. Burial private. Friends invited.

WHITAKER—Dell, at 6 o'clock, Sunday evening, Nov. 17, at residence of his sister, 174½ East Washington street, of congestion of brain. Funeral notice later.

SOCIETY MEETINGS.

MYSTIC TIE LODGE, No. 386, F. and A. M.—Special meeting in Masonic Temple at 7:30 o'clock this evening for work in first degree. Visiting brethren will be cordially welcomed.
WILBUR F. BROWDER, W. M.
WILLIS D. ENGLE, Secretary.

LOST.

LOST—A new pocketbook while out riding Sunday afternoon; card inside. Please return to public school No. 2 or 378 North East street. Reward.

WANTED—AGENTS.

WANTED AGENTS—Florida Seal, 5 cents.

AGENTS—A snap for you; $95 weekly; $5,000 yearly. No experience required; failure impossible. Our scheme a new one. Particulars free. Address P. O. Box 5308, Boston, Mass.

WANTED—Good positions now open for business men; opening up Indiana; write at once for choice territory; not necessary to be a Mason; liberal terms. Address AGENCY DEPARTMENT, MASONIC LIFE ASSOCIATION, Grand Rapids, Mich.

WANTED—MISCELLANEOUS.

WANTED—
MONEY. MONEY. MONEY.
Loaned on Furniture, Pianos, Etc., in sums of $10 and up, and on time to suit borrower and at lowest rates. Business confidential.
SECURITY MORTGAGE LOAN CO., Room 207 Indiana Trust Bldg., cor. Washington St. and Virginia Ave. Entrance on Washington St.

FINANCIAL.

FINANCIAL—Florida Seal Cigar.

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

FINANCIAL—Large loans at 5 per cent. on business property. THOS. C. DAY & CO., 72 East Market street.

FINANCIAL—Mortgage loans. Six per cent. money; reasonable fees. C. S. WARBURTON, 26 Lombard Building.

LOANS—Money on watches, diamonds, jewelry, without publicity. CITY LOAN OFFICE, 57 West Washington street.

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

FINANCIAL—Loans. Five per cent on large sums on business property; reasonable fees. C. S. WARBURTON, 26 Lombard Building.

MONEY—To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

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

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.

FINANCIAL—Loans; mortgage loans on city or town property anywhere in Indiana; regular monthly payment, $17.50 or $11.83 per $1,000, according to plan. INTERNATIONAL BUILDING AND LOAN ASSOCIATION, 23 East Market street.

CLAIRVOYANT.

CLAIRVOYANT — Professor Snowden, the celebrated medium and healthy wonder, has arrived in Indianapolis. Truthful and reliable in his advice, he is consulted by thousands wherever he goes. If you are in trouble, are having illness, or have enemies, or think some person is deceiving you, do not fail to visit this young man, who has a power higher than human. He is certainly the possessor of a marvelous power. Reunites the separated; locates lost or stolen articles; tells who are your enemies and who your friends; gives advice concerning marriage and investments. He achieved an almost international reputation when he accurately predicted the day and date of the death of Chester A. Arthur, the Charleston earthquake and the downfall of "Old Hutch," the famous Chicago grain operator. He can be consulted daily from 1 to 8 p. m. at his parlors, 49 North Mississippi street. Parlors so arranged that patients do not see each other.

FOR SALE.

FOR SALE—Florida Seal 5-cent Cigar.

FOR SALE—Forty shop-worn bicycles, to make room for 1896 patterns. C. G. FISHER & CO., 64 N. Pennsylvania st.

REMOVAL.

REMOVAL—C. Zimmerman & Sons, slate and gravel roofers, have moved to 19 South East street. Come and see us, or telephone 1753.

MISCELLANEOUS.

MISCELLANEOUS—Florida Seal Cigar, Perfecto work.

THE COURT RECORD.

Superior Court.

Room 1—John L. McMaster, Judge.

Lillie M. Sullivan vs. Rezin Sullivan; divorce. Decree granted plaintiff.

Mary C. West vs. Franklin West; divorce. Under advisement.

Charles B. Rockwood vs. Annie Moore et al.; mechanic's lien. Finding and judgment for plaintiffs.

M. R. Armington vs. Horace E. Kinney; account. Judgment for plaintiff for $119.25.

Room 2—Lawson M. Harvey, Judge.

Sarah Smith vs. Sanford Smith; divorce. Decree denied.

Marian Volz vs. Timothy Volz; divorce. Decree granted plaintiff.

Martha S. Keeley vs. Henry S. Keeley; divorce. Continued.

Room 3—Pliny W. Bartholomew, Judge.

George F. Adams et al. vs. Luther P. Waterman; damages. Judgment against plaintiff for costs.

Royal Savings and Loan Association of Indiana vs. Edward Bannon; foreclosure. Finding and judgment for plaintiff for $379.95.

The State of Indiana ex rel. Lafayette Starrett vs. The Indiana State Fish and Game Protective Association et al.; damages. Dismissed as to Reinhold and Taggart.

The State of Indiana ex rel. vs. Charles G. Sorters et al.; damages. Dismissed as to Reinhold and Taggart.

The Sun Saving and Investment Company vs. Milton S. Myers et al.; foreclosure. Finding and judgment for plaintiff against Milton S. and Jesse M. Myers.

Elizabeth G. Dickson vs. Peter Kreis; account. Finding and judgment for plaintiff for $229.69.

Upton J. Hammond vs. Indianapolis Belt Railroad Company et al. Finding and judgment for plaintiff.

Circuit Court.

Edgar A. Brown, Judge.

Theodore W. Zell vs. James Westwater; damages. Finding for defendant.

Indiana Trust Company vs. James White; foreclosure. Decree for plaintiff for $629.34.

New Suits Filed.

George Cook vs. Citizens' Street-railroad; suit for damages. Superior Court, Room 3.

Bertha Gates vs. Charles Gates; suit for divorce. Superior Court, Room 1.

John D. Sanders vs. Clay Whitely et al.; suit on account. Superior Court, Room 2.

James C. Ross vs. August Rahke et al.; suit to recover money. Superior Court, Room 2.

Robert Clark vs. Robert B. Jerusalem; suit on note. Superior Court, Room 3.

Cyrus V. Osborn vs. William P. Herod; suit in replevin. Circuit Court.

Nathan F. Dalton et al. vs. Evaline Egan et al.; suit to foreclose mechanic's lien. Superior Court, Room 2.

Henry B. Smith vs. Edward A. Caylor et al.; suit to foreclose improvement bond. Superior Court, Room 2.

Nathan F. Dalton et al. vs. Sheldon Wagoner et al.; suit on mechanic's lien. Superior Court, Room 3.

The First Family.

Boston Transcript.

The teacher of the infant class at the Sunday school, to interest the little ones, had begun to tell the story of the fall of man, when a mite of a girl was heard to exclaim half aloud, "Oh, I'm so tired of that story about the Adamses."

Up to Date in Business.

Chicago Record.

"Prof. McGubbin, I believe?"
"Yes, sir."
"Professor of boxing?"
"No—language."

Hot weather proves depressing to those whose blood is poor. Such people should enrich their blood with Hood's Sarsaparilla.

E. P. RIPLEY CHOSEN

WILL BE ELECTED THE NEW PRESIDENT OF SANTA FE LINE.

Local Freight Business Shows a Steady Increase—Ministers and Half Fare Rates.

A dispatch from Chicago says: Private advices received from the East indicate the election of E. P. Ripley, present third vice president of the Chicago, Milwaukee & St. Paul, as president of the Atchison, Topeka & Santa Fe Railway Company, and of D. B. Robinson, present acting president of the company, as first vice president. Mr. Ripley's name has not heretofore been mentioned in connection with the Atchison presidency, and his friends say he made no personal effort to secure the position. He is now on a trip through the South with the ex-world's fair directors, of which body he was a member, and is expected to return to the city to-morrow. Up to a few days ago the principal candidates were D. B. Robinson, the acting president of the Atchison and general agent for the receivers, and E. T. Jeffery, the present president of the Denver & Rio Grande. The Boston and American interests were strongly in favor of the election of Robinson. The European bondholders favored Jeffery. A few days ago Mr. Coppel, chairman of the board of directors, announced the withdrawal of Mr. Jeffery's name, it being the desire of the owners of the Rio Grande to retain his services as president of the company. This, it was believed, would leave the field clear for Mr. Robinson. It appears, however, that the American and foreign members of the joint executive reorganization committee were unable to reconcile their differences. It dawned on the American members that unless they compromised their differences with the Europeans the latter would be able to elect the new board of directors and a president regardless of the wishes of the American bondholders. The American bondholders are mostly Boston people, and Mr. Ripley came originally from Boston. The European interests, it is understood, were brought around to Mr. Ripley's support by J. Pierpont Morgan, who knows Mr. Ripley well on account of his connection with the Milwaukee & St. Paul, in which property Mr. Morgan is said to hold a controlling interest.

Freight Business Continues Heavy.

The train records show that in the week ending Nov. 16 there were received and forwarded at Indianapolis 21,522 loaded cars, which was ninety-one fewer than in the week ending Nov. 9, in which the loaded-car movement reached its maximum. The fact is that business is now limited by the cars that can be commanded and power to handle them, as every car and locomotive fit for service is fully employed, engines, on arriving, if in order, being at once sent out with a fresh crew of men. Never in the history of the oldest railroad man have train crews had as good an opportunity to make large pay as at present, and the pay they are receiving from month to month shows that they are improving the opportunity. The east-bound movement of grain, cotton, live stock and dressed meats is at its largest tonnage. In live stock and dressed meats especially is the tonnage heavy beyond precedent. The loaded-car movement of the Panhandle is a fair example of that of the other roads. Last week 1,146 loaded cars were forwarded east and 1,093 brought in. From this statement it will be seen that the west-bound movement of loaded cars is large; in fact, the west-bound tonnage of the higher-class freights is considerably in excess of that of the corresponding period last year, while in the lower-class freights the tonnage is double that of last year. This remark will apply to iron structural work as well as to anthracite coal and coke shipments, which have not been heavier at any time in the last five years. Local business is highly satisfactory; at the city freight depots and in the loading and unloading yards, the stock yards and the packing houses everything denotes an active, healthy business, and each week for some time to come will show further increase. The mild weather is favorable to the roads doing a large business and on an economical basis. Below is given the car movement for the week ending Nov 16, and for the corresponding weeks of 1894 and 1893:

Name of road.	1895.	1894.	1893.
L., N. A. & C.	501	427	462
L., D. & W.	362	374	384
C., H. & D.—Ind'pls div.	695	654	614
L. E. & W.	536	476	457
Penn.—I. & V.	775	788	644
Penn.—J., M. & I.	772	707	800
Penn.—Chicago div.	402	605	569
Penn.—Columbus div.	2,179	1,962	1,853
P. & E.—East div.	1,068	1,040	1,041
P. & E.—West div.	1,300	1,130	1,126
Big Four—Chicago div.	1,943	1,837	1,822
Big Four—Cincinnati div.	2,147	1,984	1,998
Big Four—St. Louis div.	2,054	2,330	2,178
Big Four—Cleveland div.	2,475	2,504	2,281
Vandalia	2,343	2,133	2,101
Totals	21,522	18,971	18,330
Empty cars	4,742	4,720	4,580
Total movement	26,264	23,691	22,910

Ministers Disposed to Rebel.

To say that the clergy are not pleased with the restrictions of the railroads in making two cents a mile the rate and in making it so difficult to secure permits is stating it mildly. It is stated that the ministers of the different religious bodies are about to call an indignation meeting and endeavor to induce the ministers as a body to refuse to accept what they style a miserable pittance of a reduction which the Western lines and the Central Traffic Association have seen fit to allow them. One prominent divine says that he had long ago almost made up his mind to pay full fare like any other individual rather than submit to the annoying exactions demanded by the railroads before they would issue a half-fare permit. He says that of course many ministers of the gospel who are on circuits and receive but small salaries are almost compelled to beg the reduced rate, but most of the high salaried preachers are only degrading themselves by accepting such permits under protest, and with the understanding that they are all suspected of being crooked. He says that the action of the Western Passenger Association, as well and the Central Traffic concern, could not be interpreted in any other light than as being hostile to the ministers. The Western association has almost openly declared that it is not safe to grant one ministerial permit without a rigorous investigation being previously made, so as to ascertain the fitness of the applicant. If, because the permits are carelessly allowed to get into the hands of a few dishonest speculators who sell them, the entire army of Christ is to be subjected to such scrutiny as carries with it the open suspicion of dishonesty, he says, then it is high time for all ministers to rise up as one man and refuse to accept the little pittance of a cent a mile, under the most degrading restrictions, which is now offered to them.

Shorter Time to California.

Yesterday, at Chicago, important changes were made in the schedules of through California trains via the Chicago, Union Pacific and Northwestern line, which will afford the shortest time ever made by a regular train between Chicago and San Francisco. The "Overland limited," Chicago to San Francisco, and Pullman cars, Chicago to Los Angeles, will leave Chicago via the Northwestern line at 6 p. m. daily, reaching San Francisco at 8:45 p. m. the third day, thereby saving one night en route. The new schedule between Chicago and Los Angeles will effect a saving of nearly twenty-four hours over the present time between Chicago and points in Southern California. The "Pacific express" will leave Chicago at 10:45 p. m. daily for Omaha, Denver and Portland, and a tourist sleeper for San Francisco arriving there at 9:45 a. m. and connecting at Sacramento for Los Angeles. This will enable patrons of tourist cars to make the journey from Chicago to California in three and a half days.

Traffic Heavy Over the Belt Road.

The official report of Superintendent Zion shows that in the week ending at midnight, Nov. 15, there were transferred over the Belt road 16,541 cars; on Friday 2,966 cars were transferred, which was the largest movement in any one day in the seventeen years the road has been open for business. During the week there were 1,270 carloads of live stock handled on the Belt, which was an unusually heavy business. Belt road engines handled for industries on its line last week 763 cars.

Traffic Notes.

The Big Four lines (proper) last week handled at Indianapolis 8,719 loaded cars, against 8,395 in the week ending Nov. 9, an increase of 324 loaded cars.

The Bee-line division of the Big Four system continues to lead all other Indianapolis lines, handling at this terminal last week a total of 3,127 cars, 2,475 being loaded.

The Pennsylvania lines handled at this point last week a total of 5,161 cars, 4,128 being loaded, which was a decrease of 723, all divisions except the Indianapolis showing a falling off in business.

The Cincinnati, Hamilton & Dayton and the Monon both show a decrease in loaded car movement last week, but in neither case was it owing to a lack of business, but to a scarcity of empty cars.

The Vandalia continues to show unusually favorable weekly exhibits, last week handling at this point 2,343 loaded cars, bringing in 1,235 and forwarding west 1,108. Of the in-bound business 127 cars were loaded with live stock.

The Lake Erie & Western last week did a very creditable out-bound business, and General Agent Maxwell says would have done more had he been furnished cars. The road forwarded 321, against 215 loaded cars brought in.

The Indiana, Decatur & Western is from week to week making more favorable exhibits, last week handling at Indianapolis 362 loaded cars, and from now on its business promises to be much heavier than at the corresponding period last year.

In the week ending Nov. 16 the Indianapolis lines handled at this point 4,742 empty cars, which was quite a decrease as compared with either of several preceding weeks, showing that the car famine is beginning to be felt by Indianapolis lines.

The Indianapolis & Vincennes fell off sharply in its in-bound business, bringing in 624 loaded cars, 226 fewer than in the week preceding. The past week the road was crippled in its line on account of bad water, which made repairs to several of its engines imperative.

The Peoria & Eastern continues to do an unprecedentedly heavy business, handling on both divisions at this point last week 2,338 loaded cars. While this is not as heavy a movement as in the week ending Nov. 9, it eclipses all former records—the two preceding weeks excepted.

Personal, Local and General Notes.

The management of the Southern railway has decided to erect repair shops at Alexandria, Va., to cost $250,000.

It is now stated that the Brice syndicate lines will be consolidated Jan. 1 and will have a mileage of 1,635 miles.

The old offices of the Pennsylvania in Philadelphia are now used for storing the curiosities of the Philadelphia Commercial Club.

Ground will be broken at Columbus, O., to-day for the new $80,000 freight depot which the Panhandle is to erect at that point.

The general pasenger agents of the roads of Kansas have voted to abolish the custom of issuing passes to men who wish to go home to vote.

Superintendent Hatch, of the Michigan division of the Vandalia, has gone to Asheville, N. C., where he will leave his family for the winter.

At the Altoona shops of the Pennsylvania work has been commenced on an entirely new type of passenger engine. It will be known as Class L.

The Boston & Maine management last week distributed $820 among its station agents as prizes for keeping their stations neat and attractive.

The second of three electric locomotives building for the Baltimore & Ohio has been delivered. In most respects it is a duplicate of the first constructed.

For two months past an average of eighty-four trains, hauling forty cars to a train, have been passing through Harrisburg every twenty-four hours.

The Nickel-plate last week placed an order with the Brooks locomotive works for five ten-wheel freight locomotives, to be delivered within sixty days.

To-day the Chicago, Burlington & Quincy reduces the running time of its fast express train between Chicago and Omaha to fourteen hours and ten minutes.

S. S. Crane, assistant train master of the middle division of the Pennsylvania, has been promoted to superintendent of the Altoona and Logan Valley division.

J. H. Middleton, who has been elected secretary of the Erie Railway Company, was for years chief clerk to President Thomas, commencing on the Bee-line.

Home seekers' excursions will be run to Southwestern points on Nov. 27 and Dec. 11. The excursion rates will cover Arkansas, Indian Territory, Louisiana, Missouri, Oklahoma and Texas.

It is definitely settled that the Brotherhood of Trainmen will remove its headquarters from Galesburg to Peoria. The officers of the association expect to be located there by Dec. 20.

The Union Pacific, which has for years furnished all of its employes with coal at a reduced price, will cease to do so on Jan. 10. It affects every man on the system and was a privilege coveted by the employes.

The Galveston, La Porte & Huston is nearing completion. Train service will be inaugurated, it is expected, Dec. 1. It is understood that the Missouri, Kansas & Texas will run its trains into Houston over it.

The Columbus & Hocking Valley, the Erie and the Norfolk & Western will jointly issue a monthly publication in the interest of the "Triad" lines. W. H. Fisher, formerly with the Cincinnati, Hamilton & Dayton at this point, is to be chief editor.

A circular was issued last week by General Manager Wood, of the Pennsylvania lines west of Pittsburg, to the effect that conductors of passenger trains, their crews and yardmasters must familiarize themselves with the different systems of heating trains.

The Chicago and Southern States Association returned yesterday from Atlanta, coming North over the Queen & Crescent, the Cincinnati, Hamilton & Dayton and the Monon to Chicago. The train was run in three sections, and passed Indianapolis about noon.

The selection of the Erie Railroad Company as the title of the reorganized New York, Lake Erie & Western, the New York, Pennsylvania & Ohio and the Chicago & Erie was the most appropriate that could have been chosen. It has the merit of brevity and preserves the name the road has so long carried.

In October there was handled on the Big Four system cars of 536 foreign roads, fast freight and private lines, which demonstrates what a large territory the Big Four as a system in its connections reaches. It is claimed that no road in the country in a month handles so large a variety of cars as does the Big Four.

E. B. Thomas, president of the Erie Railway Company, is quoted as saying that the reorganization placed the property well upon its feet, and hereafter it cannot be classed among the "cats and dogs" of railroad properties. In the Western railway circles, where George Cochran is well known, his promotion to the vice presidency is received with hearty approval.

The rumor is revived that Samuel Felton, jr., president and receiver of the Queen & Crescent, is to return to the Erie as one of the vice presidents. One who knows the relations which exist between Mr. Felton and E. B. Thomas, now president of the Erie, says such a thing will not come to pass so long as E. B. Thomas is president of the Erie lines.

The railroad department of the Young Men's Christian Association at Pittsburg yesterday held its twelfth anniversary. The Pittsburg association is one of the largest and most progressive branches in the country. Addresses were delivered by A. N. Burwick, of the Evansville & Terre Haute, and by Robert Pitcairn, superintendent of the Pittsburg division of the Pennsylvania lines.

Last Thursday, when in Richmond, Ind., First Vice President McCrea, of the Pennsylvania lines, took up the question of a new freight depot at that point, a question which has hung fire five years and led to a good deal of friction between the railroad company and the city, the latter claiming that the present depot was in the street and demanding that it be removed. Mr. McCrea talked the matter over with the authorities and made a reasonable proposition, it is stated, and the impression prevails that the city will accept it and not carry the matter into the courts, as had been threatened.

The Salvation Army in Japan.

London Daily News.

The Salvation Army has sent a detachment to Tokio, "and contrary to general expectation," writes our Yokohama correspondent, "the members are very well received. Their determination to dress in the Japanese garb and to live as the Japanese live, has made a good impression. It will be interesting to watch the progress of this strange departure, for the other missionaries are smarting, many of them, from a sense of failure. Indeed, an American commission is due here in a day or two to inquire into the circumstances of one of the missions, and to determine whether it shall or shall not be discontinued. The Japanese hold that they can conduct their own religious establishments as they run their own railways, navigate their own warships and manoeuvre their own armies. Japan is passing out of the swaddling clothes stage in religion, as in other things. At least that is what many Japanese assert."

NEWS IN SUNDAY'S JOURNAL.

Resume of Chief Events Chronicled in the Issue of Nov. 17.

A cashier of a Brussels bank stole $2,500,000. He was caught in Paris.

Barney Barnato's popularity in London waned with the fall of "Kaffirs."

It is believed that the powers' action against Turkey will not be much longer delayed.

Senator Mills, of Texas, advocates putting an anti-civil-service plank in the next Democratic platform.

Eight hundred Armenians at Kharput were murdered. The American mission buildings were burned.

It is hinted that the next Democratic national convention will abolish the two-thirds nominating rule.

William Dickerman, publisher of the Counterfeit Money Detector, has been arrested for passing counterfeit money.

Mrs. Mamie Rumsey, a young St. Louis widow, eloped with a Chicago medical student after a two weeks' courtship.

If ex-Speaker Carroll is defeated for the Legislature in Louisville, Blackburn's successor in the Senate will be a Republican.

Freight traffic officials of the Western trunk lines have adjourned without reaching an agreement as to the division of tonnage.

Ex-Judge Henson, sentenced to the Missouri penitentiary for twenty years in 1888, for murder committed in Stoddard county, was pardoned.

Col. W. H. Phelps, of Missouri, is in Washington, and says that Morrison is the strongest candidate the Democrats can nominate for President.

Application was made yesterday for the appointment of a receiver for the New York, Pennsylvania & Ohio. It is regarded as merely a step toward the amalgamation of that road with the Erie.

Indianapolis.

Butler defeated the Indiana University eleven by a score of 34 to 2.

Hugh Noel, fifteen years of age, suffered a broken leg in a game of football.

The Light Artillery football team won by 20 to 12 against the Louisville Athletic Club.

A plan is proposed to make a hall of the upper part of the city meat market building.

The cases against Robert Williams and James Sanderson, charged with arson, were nolled.

Thomas Bittner and Frank Mowwe were injured while tearing down the old Indiana National Bank building.

J. D. Farden and Robert J. Barnett, the men who robbed the Adams Express office in Terre Haute, were each sentenced to five years' imprisonment and fined $500.

(From Sunday's Second Edition.)

Driven Out of China.

RICHMOND, Ind., Nov. 16.—Dr. David W. Stevenson, of Chicago, a graduate of Rush Medical College, located there, has decided to locate in this city. Four years ago he went to China to practice as a specialist, and located at Tien-Tsin. He would still be there but for the China-Japan war, which drove all the white people from the place, and he and his wife returned to this country.

Democrats Lose the Council.

GREENSBURG, Ind., Nov. 16.—S. F. Ridenour, Republican, was chosen last night to fill the vacancy in the Council caused by the death of Charles Fremer, Democrat. The Democratic members of the Council sought to have the selection postponed to some future meeting, but the Republicans outvoted them. The Council will now stand five Republicans to three Democrats. Several Democratic officers will have to go.

Dead Man Unidentified.

HARTFORD CITY, Ind., Nov. 16. — The dead body of an unknown man was found in a shock of fodder near Millgrove, in this county, this morning. Coroner Sage brought the remains to this city, but was unable to find anything that would identify them. A slip of paper was found, which bore the legend: "This man is not a beggar, but wants to go to his son in Hartford City." The son cannot be found. The corpse was that of a man of about sixty years of age, with red hair and whiskers. There were no marks of violence on his person, and it is thought he died from natural causes.

Hittell Says He Is Innocent.

JEFFERSONVILLE, Ind., Nov. 16.—A. J. Hittell, a well-known insurance man, representing the Prudential Life Insurance Company, was to-day arrested on a charge of assaulting Miss Gertrude Kiser, of Sellersburg. Miss Kiser, in her affidavit charges that he overtook her and her mother while they were walking along a lonely part of the Sellersburg pike last night, and, jumping from his buggy, seized her and attempted to force her into the vehicle. By the combined efforts of herself and mother they managed to free her from his grasp and called for help. He then jumped into the buggy and escaped. Hittell denies the charge and says he can prove an alibi.

Wealthy Woman Is Queer.

JEFFERSONVILLE, Ind., Nov. 16.—An unknown woman is attracting much attention in the vicinity of Charlestown by her unusual actions. When first seen she was standing in the yard of J. W. Cowley's residence, and stated that her horse had run away and her son, who was with her, had gone after it. She was invited inside by the family, who suspected nothing wrong, and immediately astonished them by laying down on a sofa and going to sleep. She also visited the homes of William Barrett and Joshua Minor, and acted very queerly. She is well dressed and has plenty of money. She also claims to own a big block of Big Four railroad stock. The neighborhood is excited over her actions.

May Yet Be a Fight.

EL PASO, Tex., Nov. 16.—Dan Stuart is confined to his room with a severe cold, but will leave here Monday to sign Fitzsimmons and will then go to New York to Corbett. To a reporter to-night he said he desired to see Corbett and Brady personally to try and persuade them that they are doing an irreparable injury to themselves by refusing to meet Fitzsimmons. Another delegation of sports from Denver, the Pacific coast and Mexico arrived in the city to-day, and they refuse to believe that Corbett has run from a fight with the Australian. They claim that Corbett is playing to allow Dan Stuart to secretly tie up Fitzsimmons, when he will hurry out here for the contest. If Corbett persists in refusing to fight he can never again claim the friendship of the Western sports. Stuart is negotiating with Maher with the view of pulling off a fight between him and Fitzsimmons in case Corbett cannot be prevailed upon to fight.

Reception to Irving.

NEW YORK, Nov. 16.—The Lotus Club gave its third reception to Sir Henry Irving to-night. The first reception was given twelve years ago, when Mr. Irving made his first visit to this country. The decorations to-night were elaborate, and the dinner was the largest ever given by the club. Sir Henry arrived at the club at 11:45. At midnight the members and guests were seated for the feast. Frank R. Lawrence presided, and on his right sat Sir Henry Irving. To the left sat General Horace Porter. After the supper came to an end, in the very "wee sma' hours," Col. D. B. Sickles, treasurer of the club, on behalf of a few of the members, presented Sir Henry with a loving cup of solid silver. The cup was of beautiful design, and bore an inscription commemorative of the three receptions given the actor by the club. The flow of oratory and wit began with the presentation, and toasts were drunk and healths pledged and everybody made merry and the wine flowed in the early Sabbath morning.

Harrison's Lucky Investment.

ST. LOUIS, Nov. 16.—Benjamin Harrison is said to have caught the South African mining fever, and a $500 investment realized $100,000 or more for him. This interesting information was gleaned this afternoon from H. S. Sherard, of Helena, Mont., who has just returned from South Africa and is now en route to New York. He is a mining engineer, and two years ago a syndicate composed of ex-President Harrison, John C. Wright, of the Chase National Bank of New York city, and others sent him to the gold fields of the dark continent to examine a piece of mining property. Lately the mine was sold, and Mr. Sherard received $300,000 and 1,000 shares in the new company to be formed. Sir Richard Brown, of the Bank of England, bought the property for $750,000 and issued to the syndicate 10,000 shares of stock in the new company. John C. Wright received about half and the remainder was divided between ex-President Harrison, the Chase National Bank and minor stockholders.

Reserves Called Out.

WASHINGTON, Nov. 16.—The Turkish legation at Washington has received from the Sublime Porte the following telegram under yesterday's date:

"The Armenian rioters of Zeitoun and Marash attacked the villages of Fersakh and Bitchi. Those of Azirlon and of Tchokmerzemenk plundered Pias and other Mussulman villages, killed a great number of the inhabitants and set fire to many houses. Measures were taken for the restoration of order. Advices from the Vali of Sivas announce the arrest of the marauders who came for plunder. Notwithstanding the false news about the situation at Hadjin, order prevails there. The Vali of Erzerum telegraphs that the commissioners appointed in the capital of the Vilayet, as well as at Parsinler, with the view of finding and returning to their owners all articles lost during the recent troubles, are working with activity and good results. The marshal, Charkir Pasha, telegraphs also that a similar commission appointed at Khounsa has already found and restored to the owners many of the articles lost.

"In order to put a stop to disorders in some parts of Anatolia and to safeguard completely public tranquillity the imperial government has called to arms 128 battalions of the reserves, independent of the Fourth and Fifth corps of the imperial army, and has sent fresh orders, firm and peremptory, to the vali and military commanders that calm and peace should promptly and definitely be secured through the application of a treatment equal and just toward all subjects without distinction of race or religion. There is no doubt that, thanks to the measures taken, order will be restored everywhere shortly."

Mr. Pullman's Graft.

CHICAGO, Nov. 16.—The Inter Ocean will publish a story to-morrow saying that an organized effort will soon be made by many of the leading railways in the country to induce the Pullman company to reduce by 25 per cent. the price of upper berths in sleeping cars. The movement originated with the Pennsylvania Company, and already a majority of the lines running out of this city have agreed to join in the appeal to the Pullman company for the reduction. The complaint is made by the roads that so many people object to the upper berths that they are often compelled to run extra sleepers in order to provide the requisite number of lower berths. They are obliged to do this or see the passengers go to competing lines if the desired lower berths can be obtained there.

Old Timers Photographed.

RICHMOND, Ind., Nov. 16.—That there are still a number of old residents left was shown to-day when a meeting of them was called at the city building in order that a group picture might be made for a souvenir pamphlet to be issued regarding the city. In the assembly were the following: Benjamin Stratton, aged eighty-three, came here in 1828; Samuel Shut, eighty-six, came here in 1818; Isaac Votaw, seventy-eight, born here; W. B. Wilcox, eighty-six, came here in 1844; John Sedgwick, seventy-six, came here when a baby; Bennett Baumer, eighty-one, here in 1834; Jonathan Baldwin, eighty, here in 1825; L. W. Laish, eighty-three, born in Preble county, Ohio; Charles Hill, seventy-seven; Jonathan Roberts, eighty-seven, here in 1811; Daniel B. Crawford, eighty-eight, here in 1834; Nathan Morgan, seventy-two, born here; James B. Hughes, eighty-two, here in 1824; Dr. A. N. Newton, eighty-three, here in 1841; William W. Conkle, eighty-nine, here in 1833; Dr. James F. Hibberd, seventy-nine, here in 1829; Barclay Ballard, seventy-nine, here in 1860.

Panic in a Church.

FARMLAND, Ind., Nov. 16.—To-night at the M. E. Church, where a lecture was in progress, at which a stereopticon was being used, a panic was caused by the bursting of a rubber hose attached to the gas generator. The church was crowded, and the explosion precipitated a stampede. Everybody made a rush for the door to escape. In the crush women and children were trampled to the floor, and several were more or less injured. The injured are:

MISS BELLE JACKSON, visiting here from Fort Wayne, ankle wrenched.

MISS PEARL M'NEESE, right arm bruised.

MRS. W. H. WATSON, overcome by gas.

FRANK CLEVINGER, left hand badly mashed.

Others whose names could not be learned to-night were injured. No one was fatally hurt, and only a few of the injuries are at all serious.

The church furniture was torn up, and the church presents a wrecked appearance, as if a cyclone had struck it. The doors of the church opened from the inside, and this prevented the crowd from getting out. The screams of women and children were heard several squares away. People rushed to the scene from all directions. By breaking the windows those that were unconscious from escaping gas were rescued. The damage to the church is not great.

Beer for Immigrants.

WASHINGTON, Nov. 16.—Commissioner-general Stump, of the Immigration Bureau, has sent a letter to Mr. A. N. Hanna, secretary of the Christian Endeavor Union of Belair, Md., in which he replies to the resolutions recently adopted by the union, protesting against the continuance of "the six saloons" in operation on Ellis island, and stating that the efforts of the W. C. T. U. to help immigrants landing there have been antagonized and frustrated by them. In his letter Mr. Stump says that there is no water on Ellis island, except cistern water, which becomes brackish; that the "soft" drinks for sale, such as ginger ale, soda, etc., were distasteful to immigrants; that most of them were accustomed to the use of beer and light wines as part of their daily nourishment, and that it was thought that the granting of the privilege of selling beer, if properly guarded, would result beneficially and protect the immigrants from the imposition of deleterious drugs. This privilege, under strict regulations, was granted July 7, 1893. In conclusion, Mr. Stump says there are no "saloons" on Ellis island; that no spiritous liquors are allowed to be sold, and beer only under strict regulations. He invites members of the union to visit Ellis island and make an investigation, and if any abuse of the privilege of selling beer is found, or if it be shown that it is prejudicial to the cause of temperance it will be revoked.

Columbus, 4; Franklin Militia, 4.

COLUMBUS, Ind., Nov. 16.—The Franklin militia eleven and the regular football team of this place met to-day at Crump's Park and gave the best football game ever played in this place. The score was a tie, 4 to 4. The honors were entirely with the home team, as they forced the ball into the visitors' territory at all times, and at two different times were within five yards of a touchdown, and failed to score.

In the first half Columbus secured the kick-off, and took the ball near the goal, but Franklin prevented a touchdown. In the last ten minutes' play the ball was not moved fifteen yards either way. The play in this half was all line bucking, and no runs were made by either side. The half closed without a score.

In the second half Snyder kicked off, and the ball was quickly carried near the Franklin goal, and after stubborn play Williams secured the ball on a fumble and carried it across the line, but dropped the ball and a touchdown was allowed. The ball was returned to the twenty-five-yard line, and Columbus beaten back for three downs. Williams secured the ball, and by a good run made a touchdown. A kick for goal failed. Score: Columbus, 4; Franklin, 0.

Franklin kicked off, and Irwin received the ball on a fumble and made a good run for a touchdown. Claude Maley failed to kick goal. Score: Columbus, 4; Franklin, 4.

Snyder then kicked off, and by some hard playing the ball was carried within two yards of the line, but Columbus lost on a fumble and was pushed back to near the center of the field. Time was called with the ball still in Franklin territory. The line-up:

Columbus.	Position.	Franklin.
Jackson	Right end	Moore.
Doup	Right tackle	Lacy.
Houk	Right guard	Byers.
Snyder	Center	Balser.
Fulton	Left guard	Cisco.
Bloome	Left tackle	Bergen.
Swingner	Left end	Gorly.
Williams	Right half	Perry.
Hall	Left half	Irvine.
Mobley	Quarter back	Whitesides.
Charles Maley	Full back	Claude Maley

Umpires—Owens and Prather.
Referee—Mellendon.

FREE TRADE EFFECTS.

How the Farmers Suffer in England and Australia.

Melbourne (Australia) Leader.

What free trade has done for agriculture in England is displayed in the gloomy record of desolation and disaster which the reports received by the Royal Commission of Inquiry are bringing to light. The landed interest in Great Britain has suffered an enormous depreciation, and in many of the most famous farming counties the cultivation of the soil is being almost abandoned in despair. Mr. Arthur Wilson Fox, in a recent report having reference to the county of Suffolk, observes: "I have had the opportunity of reporting to the Royal Commission on counties widely dissimilar in character, and in which the agricultural depression has made its mark in varying degrees—namely, the counties of Northumberland, Cumberland, Lancashire, Lincolnshire, Suffolk and Cambridgeshire. And having had this varied experience, I say, after an exhaustive inquiry in Suffolk, and with no desire to paint the picture blacker than it is, that agriculture in that county is well nigh strangled." This unfavorable conclusion is supported by an ominous array of facts. Hundreds are leaving their farms, throwing up the only occupation they know, and breaking the ties of their lifetimes. Others remain, too deeply in debt to move, foreseeing certain ruin for themselves and their children. No wonder men in this position declare, "We are on the high road to a supreme disaster." Another, says Mr. Fox, "desiring to buy land in Suffolk may get plenty for nothing if he will pay the cost of the buildings, but buyers do not come forward." And this is what agriculture has come to in free-trade England.

The object of protection is to stimulate the volume and variety of production. In the fulfillment of this aim agriculture must receive a large and certain benefit. The custom house returns show that the farmer has a wide field for the exercise of his energy in overtaking the local demand for articles which our soil and climate are capable of producing, but for which we have still to depend on foreign supply. The American people are wiser in their generation, and appreciate more clearly the value of