FUNERAL DIRECTORS.

FLANNER & BUCHANAN—Funeral directors, 172 North Illinois street, between New York and Vermont. Office always open. Telephone 641.

WANTED—MALE HELP.

WANTED—Special agents to represent The Mutual Life Insurance Company of New York in territory east and southeast of Indianapolis. Most liberal commissions paid. Address ALEX. HUTCHINSON, General Agent, Evansville, Ind.

WANTED—An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., patent attorneys, Washington, D. C., for their $1,800 prize offer and list of inventions wanted.

FINANCIAL.

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

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

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

MONEY—To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third floor Lemcke Building, Indianapolis.

FOR RENT.

FOR RENT—Furnished, a first-class new modern ten-room brick house, within the original "mile square," from June to September; references exchanged. Address Q. R. S. T., Morning Journal.

ASTROLOGER.

ASTROLOGER—Mrs. Dr. Ellis, fifty years a planet reader, 281 North Capitol avenue. Learn what nature intended you for and secure success in life.

FOR SALE—HORSES AND VEHICLES.

FOR SALE—New traps, surreys, buggies, phaetons, delivery wagons, harness, whips. STURTEVANT'S, 68 South Pennsylvania.

WARM AND FAIR.

Prediction and Observations of the Local Weather Bureau.

Forecast for Indianapolis and Vicinity for the Twenty-four Hours Ending 11 p. m., April 28—Warm, fair weather on Tuesday.

General Conditions Yesterday—West of the Mississippi the atmospheric pressure is low, the center of the low area moved from Montana to Nebraska; near the Atlantic coast high pressure continues. The small rain area crossed Indiana during Sunday night eastward to eastern Ohio, western Pensylvania and West Virginia. Higher temperature and warm weather prevails, except in New England, the lower lake region and on the Rocky mountains. In the lower Missouri valley and the central Mississippi the temperature in the evening is 80 degrees.

C. F. R. WAPPENHANS,
Local Forecast Official.

FORECAST FOR THREE STATES.

WASHINGTON, April 27.—For Indiana—Probably fair; warmer in northern portions; winds shifting to southerly.

For Ohio—Probably cloudy in the morning; local showers on the lakes; fair in the interior during the day; fresh and brisk southerly winds.

For Illinois—Generally fair during the day, but conditions are favorable for local thunder storms in the afternoon or night; warmer in northeast portions; southerly winds, increasing in force.

Monday's Local Observations.

	Bar.	Ther.	R.H.	Wind.	Weather.	Pre
7 a. m.	29.95	64	77	South.	Clear.	.00
7 p. m.	29.95	78	48	N'west.	Clear.	.00

Maximum temperature, 81; minimum temperature, 61.

Following is a comparative statement of the temperature and precipitation April 27:

	Temp.	Prec.
Normal	67	.13
Mean	71	.00
Departure from normal	*14	—.13
Departure since April 1	*189	—2.09
Departure since Jan. 1	*164	—5.08

*Plus.

C. F. R. WAPPENHANS,
Local Forecast Official.

Yesterday's Temperatures.

The following table of temperatures is furnished by the United States Weather Bureau

	7 a. m.	Max.	7 p. m.
Atlanta	60	76	66
Bismarck, N. D.	..	80	66
Buffalo	60	72	62
Calgary, N. W. T.	36	42	42
Cairo, Ill	62	82	80
Cheyenne	48	66	64
Chicago	56	62	52
Concordia	68	92	84
Davenport, Ia	58	75	74
Des Moines	56	80	78
Dodge City	54	82	78
Galveston	72	78	74
Helena	..	50	50
Jacksonville, Fla	70	80	72
Kansas City, Mo.	68	86	80
Little Rock, Ark	68	86	80
Minnedosa	38	..	..
Marquette, Mich	54	70	58
Memphis	66	84	82
Nashville	64	76	72
New Orleans	68	84	76
New York	46	52	46
North Platte, Neb.	56	84	80
Oklahoma, O. T.	66	86	78
Omaha	64	86	82
Pittsburg	60	68	62
Qu' Appelle, N. W. T.	38	54	48
Rapid City, S. D.	46	70	70
Salt Lake City	40	52	44
St. Louis	60	86	80
St. Paul	60	78	74
St. Vincent, Minn	48	..	..
Springfield, Ill	56	84	80
Springfield, Mo	66	84	78
Vicksburg	68	84	78
Washington, D. C.	50	62	58

DAILY VITAL STATISTICS—APRIL 28

Deaths.

Harry Bennett, four years, Indianapolis Orphans' Asylum, pneumonia.

Thomas Hancock, thirty-six years, Prospect street, meningitis.

Hannah Miller, forty-seven years, 225 West Vermont street, mitral insufficiency.

Louisa Mutchett, forty-nine years, Grandview avenue, brain tumor.

Jefferson Peterson, sixty-three years, 435 North Pine street, apoplexy.

Ada Roberts, nine years, Colored Orphans' Home, cream poisoning.

Agnes Stewart, thirty-eight years, 69 Kansas street, pneumonia.

Matilda Crull, seven weeks, Indianapolis Orphans' Asylum, syphilis.

Charles Vogel, twenty-three years, 260 North Pine street, convulsions.

Charles H. Amos, ten years, 23 Oriental street, congestion of lungs.

Zeita May Carpenter, two years, 503 West Washington street, diphtheria.

Phineas G. C. Hunt, sixty-nine years, 654 College avenue, heart trouble.

Lewis W. Barr, seven years, 177 North Liberty street, croup.

Mary Rose Vaddes, four months, 55 Drake street, whooping cough.

Births.

Mrs. and Frank Jackson, 809 LaSalle street, boy.

Emma and Claude Fleming, 1339 North Senate avenue, boy.

Florence and J. C. Fox, Twenty-sixth and Illinois streets, girl.

Lola and Henry Resener, Capitol avenue and Seventeenth street, boy.

Emma and George Bass, 674 Bellefontaine street, boy.

Mallie and S. P. Meyer, 27 Shriver avenue, girl.

Anna and Lewis Wilson, 30 McIntyre street, girl.

Ella and Frank Williams, 706 West Pratt boy.

Lizzie and Frank Spurrier, 1135 North Delaware street, boy.

Eleanor and Walter Hanna, 1321 North Alabama street, girl.

Marriage Licenses.

Charles Fischman and Christina Lehr.
Patrick Dugan and Ollie Toler.
Henry W. Schurmann and Anna Viola Blackford.
John C. Rose and Rose McKenna.
Amos C. Bybee and Lizzie B. Rogister.
George A. Nichol and Belle Earley.
Henry O. Butler and Mary Emma Davis.
Charles Shrumate and Clara Brooker.
Henry C. Moore and Mary A. Riley.
George Carr and Hattie Thompson.
William Kistner and Ludwedge Mary Boehm.

Building Permits.

O. N. Wilmington, frame barn, 184 Brookside avenue, $100.

Mrs. Mary Henry, shed, 284 and 285 South East street, $10.

Sisters of Charity, brick addition, St. Vincent's Hospital, $3,150.

W. H. Tucker, repairs, Fletcher avenue, $297.

E. J. Hoffman, frame addition, 161 Union street, $700.

Thomas Keenaugh, frame cottage, Humboldt street, $750.

John Allsh, cottage, Morton and Beecher streets, $400.

L. M. Burnett, frame addition, 71 Minerva street, $100.

Lucy Jones, frame addition, Pennsylvania and Fletcher streets, $150.

D. B. Hosbrook, frame addition, 91 Laurel street, $170.

Ludwig Hart, frame house, Wisconsin street, $800.

AN IMPROVED OUTLOOK

PRESIDENTS INGALLS AND ASHLEY TAKE A CHEERFUL VIEW.

Baltimore & Ohio Becoming Aggressive—Accidents in March—U. S. Express Company on Its Feet.

M. E. Ingalls, president of the Big Four and of the Chesapeake & Ohio, was in the city yesterday. Last evening he went to Terre Haute, and will return to Indianapolis to-day. Mr. Ingalls was accompanied by General Manager Schaff, E. O. McCormick, passenger traffic manager, and E. F. Cost, general freight agent. While in Terre Haute contemplated improvements at that point will be considered. Mr. Ingalls talks much more cheerfully about the outlook for business with the Big Four than thirty days ago. He says that in the last few days there has been a decided improvement in passenger business, and further improvement is looked for, both in local and through traffic, as the season advances. In through freight there has been some improvement, but not by any means proportionately with that of local business. He states that all over the system increased quantities of freight are being handled, and reports from all stations indicate that a revival in business has begun.

President Ashley, of the Wabash, is also of opinion that there will soon be a marked increase in business. He says there are from three to five million bushels of corn cribbed along the Wabash lines, and that it would take very little further advance in the price at Chicago to start a movement of it. All other lines in the corn territory have equally large and even larger amounts cribbed. This shows the enormous tonnage still to be moved.

Row at Chicago.

There is trouble between the lines of the Central Passenger Committee and those of the Western Passenger Association, says a dispatch from Chicago. The difficulty arises from the presence of the orders of the Western roads in the territory of the Eastern lines. The Western men have for a long time contended that the Eastern roads did not divide the business from their territory to the West in an equitable manner, and some of the Western roads have felt much aggrieved over the small amount of business they have received from the East. They have found it, they say, a matter of self-preservation to keep their orders in the territory of the Eastern roads, as if they did not do so they would get comparatively no business from that part of the country. The Central Passenger Committee has now discovered these orders and its wrath is at a white heat. It has demanded of the Western Passenger Association that it forbid its members to put any orders in the territory of the Eastern roads. The matter has been docketed for the next meeting of the Western Passenger Association. Some of the Western roads declare in advance, however, that the obnoxious orders will not come out of the Eastern territory until some better arrangement for the distribution of business is made by the Central Passenger Committee than the one it now has.

United States Express Company.

C. S. Phillips, general agent of the United States Express Company at this point, is much elated that the United States Express Company will get into Terre Haute on June 1. The company has leased an uptown office at Terre Haute, and also has an office at the Union Station. The company has heretofore done its business at Terre Haute through the Adams Express Company. The United States Express Company is coming out from its financial cloud, which was brought upon it largely by its relations with the Baltimore & Ohio and Southern Express Companies. Of late the company has increased its mileage and its business, and its absorption of other express companies has become much less probable. The United States is one of the three original companies. It was organized in 1854 by the Erie Railroad Company, and in the beginning had but three thousand miles to operate over, but it made steady progress until 1890, when its mileage reached fourteen thousand miles, and the last few years it has from time to time secured additional systems of railways, until now it covers with its messengers about 31,000 miles.

Assuming the Aggressive.

The fine executive ability of Oscar Murray, vice president and receiver of the Baltimore & Ohio, is already manifesting itself. On every hand he is striking out for business. Traffic managers of all the important Western lines are being asked to resume friendly relations with the Baltimore & Ohio, and traffic relations which former managements cut off are being renewed. For instance, the Toledo, St. Louis & Kansas City, which was once a great feeder to the Baltimore & Ohio at the points the roads cross, was cut off and divisions withdrawn by the former management in the expectation that it would force business to the Baltimore & Ohio Southwestern, which it did not, the traffic simply going to one of the t ..nk lines. Now the division percentages have been renewed, and the Baltimore & Ohio will again get business from the T., St. L. & K. C. A half dozen similar cases could be mentioned, but this one shows the tactics of Vice President Murray.

Accidents in March.

The monthly record of the Railroad Gazette shows that in March, on American roads, there were 134 accidents, in which twenty-eight persons were killed and ninety-five injured. As in February, no record of a passenger being killed is shown for March, which is certainly remarkable and has never before occurred for two successive months. Of those injured forty-three were passengers and forty-nine employes. Three of these accidents occurred on Indiana roads. During the month ten tramps were killed who were stealing rides. There were involved in these several accidents thirty-seven passenger trains and 138 freight trains. Fifty-seven of the accidents were the results of head or rear collisions, seventy-two on account of derailment, and five resulted from other causes.

Personal, Local and General Notes.

The Big Four excursion trains brought to Indianapolis on Sunday 1,291 people.

The Toledo, St. Louis & Kansas City is still carrying 25 per cent. of the east-bound business out of St. Louis.

The Haskell & Barker Car Works yesterday begun on an order for 150 furniture cars for the Chicago & Northwestern.

The spacious Union Station grounds at Terre Haute are to be graded, sodded and beautified by flowers and plants.

The Ohio Falls car works are building two coaches, one baggage and one postal car, for the Louisville, New Albany & Chicago.

M. D. Woodford, president of the Cincinnati, Hamilton & Dayton and the Indiana, Decatur & Western, is expected in the city to-day.

W. K. Gillette, general auditor of the Santa Fe lines, will retire on Thursday and will be succeeded, it is understood, by J. F. H. McKibben.

A number of the general offices of the Toledo & Ohio Central are to be removed from Toledo to Columbus, O. The engineer of maintenance of way and his force will move this week.

It is stated that the salary of ex-President Mayer, of the Baltimore & Ohio, was advanced from $25,000 to $40,000 a year when the road badly needed money and was borrowing largely.

The Cincinnati, Hamilton & Dayton has declared a 1¼ per cent. quarterly dividend on its preferred stock, payable May 4, and the Lake Erie & Western a similar dividend, payable May 15.

The Big Four and the Cincinnati, Hamilton & Dayton have agreed to make the Sunday excursion rate this season between Indianapolis and Cincinnati $1.50 the round trip. Last year it was $1.

George T. Jarvis, receiver of the Louisville, Evansville & St. Louis, returned on Sunday night from Boston and is arranging to go to Louisville on May 1 to assume the duties of the court's appointment.

Engine 562, of the Peoria & Eastern, has been rebuilt in a manner highly creditable to the shops at Urbana. It will be put in service between Indianapolis and Springfield, O., hauling the day passenger trains.

The Baltimore & Ohio Southwestern will bring to the attention of the Joint Traffic Association the fact that its operations under the present agreement show a decreased profit, and some relief will be demanded.

James Veitch division freight and passenger agent of the Chicago, Milwaukee & St. Paul at Kansas City, died on Sunday, in Kansas City. He was at one time connected with the Indiana, Bloomington & Western.

F. T. Hatch, superintendent of the Michigan division of the Vandalia lines, was in the city yesterday on his private car en route to Asheville, N. C., to bring home his family, who have been there during the winter.

Heads of the various mechanical and transportation departments of the Big Four and of the Pennsylvania lines will meet today for a general conference, the former at Indianapolis and the Pennsylvania men at Pittsburg.

On May 1 R. H. Wallace will succeed M. L. Fouts, deceased, as general agent of the passenger department of the Erie at Cleveland, and F. A. Beatty will on that date succeed Mr. Wallace as traveling passenger agent of the Erie lines.

Cars of both the Wagner and the Pullman palace car companies are now in service on the Chicago, Burlington & Quincy between Chicago and St. Paul. In May the Burlington will make a contract with one of the companies, all contracts expiring on April 30.

The Journal learns semi-officially that within a short time A. L. Mills, general superintendent of the Toledo, St. Louis & Kansas City system, will be promoted to general manager, and General Manager J. W. Sherwood promoted to be general superintendent.

At the close of the first year of the Pennsylvania Voluntary Relief Department of lines west of Pittsburg, which was Dec. 31, 1889, there were 5,192 members, or about 45 per cent. of the employes; now there are 13,720 members, fully 85 per cent. of the employes on the lines west of Pittsburg.

W. A. Stinchcomb, general superintendent of the Jamestown & Erie, will retire on May 1 and go to Nova Scotia to superintend the construction of the Nova Scotia Southern road. E. T. Haines, vice president of the Jamestown & Erie, will manage the road until a successor to Mr. Stinchcomb is appointed.

President Chalmers Brown, of the Railway Officials' and Employes' Association, was yesterday notified that the Wagner Palace and Sleeping Car Company had decided that their employes might become members of this association, which has become popular in other branches of the railway service, especially its insurance feature.

The Lake Erie & Western earned in the third week of April $68,830, an increase over the corresponding week of 1895 of $2,716. The Wabash earned in the third week $221,964, an increase over last year of $2,048. The Chesapeake & Ohio earned in the third week $182,098, an increase this year of $10,733. The increase with the C. & O. since July 1 is $601,435.

The big ten-wheel Pittsburg engines which the Vandalia bought a few years ago for passenger service, but which were not satisfactory, and were put into freight service, are to be taken into the shops and so improved under the supervision of W. C. Arp, superintendent of motive power, that they can be used in hauling the heavy express trains.

A railway official who was in Baltimore last week says there must be 100 representatives of locomotive and car works and of railway supply houses in Baltimore waiting to get an opportunity to bid on some of the new equipment and supplies the Baltimore & Ohio must have. The specifications are not yet completed for locomotives and cars; neither is it known what railway supplies will be needed.

Attorney Stetson, of New York, representing the reorganization committee, applied to Judge Jenkins at Milwaukee yesterday for a decree for immediate foreclosure and sale of the Northern Pacific property. The court objected to a stipulation that no accounting was to be required from the receivers, and said he would insist on a full statement of the operation of the road under the receivership. The fact that the court took this stand made it necessary for the attorneys to retire for a conference on the subject of an accounting.

THE BIDDING NOT BRISK.

Board of Works Lets a Few Improvement Contracts.

Yesterday the Board of Works awarded contracts for several improvements. The bidding was not as brisk as it has been in times past. There have been times when such improvements would have brought in twice as many bids.

For paving with brick the roadway and sidewalks of Court street, from Senate avenue to California street, the contract was awarded to the Capital Paving and Construction Company, at $2.67 a lineal foot, each side, standard block to be used. The other bids were: Browder & Shover, standard block, any curb except granite, $3.07 a lineal foot, each side; Daniel Foley, standard block, $2.90, Buckeye block, $2.92; George W. McCray & Co., from $2.78 to $2.90 a foot.

For paving with brick to a width of twenty feet Columbia street, from Ohio to Michigan street, and paving the sidewalks, the contract was awarded to C. L. James, at $2.67 a foot, each side. Other bids were: Browder & Shover, standard block, $3; Daniel Foley, standard block, $2.90, Buckeye block $2.92; George W. McCray & Co., Indiana paving brick, $2.78, Harris or Wabash block, $2.90 each.

For constructing a local sewer in the first alley west of Park avenue, from Twentieth to Twenty-third street, with branches, the contract was awarded to Roney & Dunning, at $1.73 a foot. The other bids were: Indiana Construction Company, $1.99; Daniel Foley, $1.98; Gansberg & Roney, $1.88.

Discriminating Against Wheelmen.

The Cycle Club Bulletin has this to say of the action of the Common Council last Monday night in refusing to ask the Mayor to enforce a law which is so flagrantly violated:

"A few days since a boy was thrown from his wheel by striking a water plug cap in the pavement and rendered unconscious. Several persons have received injuries from the same source already this season.

"Last Monday evening a resolution was introduced in the City Council calling on the proper officials to enforce the ordinance requiring the water company to lower these caps. The vote was ten to nine in favor of the resolution, but Mr. Cooper changed his vote and it was defeated. It is well for our wheelmen to note how the vote stood. Ayes—Allen, Colter, Dudley, Madden, Murphy, Ohleyer, Payne, Rauch, Shaffer. Nays—Cooper, Clark, Dewar, Kirkhoff, Montgomery, O'Connor, Sherer, Wolcott, Costello.

"Just lay this list aside for future reference. This ordinance was passed about six months ago, and was to go into effect in thirty days. Meanwhile the license and lamp and bell ordinances are enforced to the limit. We hope the Mayor may see it in his way to enforce other ordinances as thoroughly."

Remonstrances Filed.

The report of the city engineer, to whom was referred the remonstrance against asphalting Liberty street, from Washington street to Massachusetts avenue, indicates that less than one-half the property owners were against the improvement. The board then ordered advertisement made on the resolution.

Other remonstrances were filed yesterday against cementing the sidewalks of Delaware street from Massachusetts avenue to Morrison street. The remonstrances were referred to the city engineer, and he was also asked to report whether the improvements desired would injure the shade trees on the street.

Resolutions Adopted.

The Board of Works yesterday adopted the following resolutions:

For the vacation of the first alley west of High street from Bicking street to the first alley north.

For the vacation of the first alley north of Eighth street from Alabama to the first alley west of Delaware street.

For the vacation of the first alley west of Gatling street from Beecher street to the Belt railroad.

Final Action Taken.

Final action was taken on the following improvement resolutions by the Board of Works yesterday:

For the improvement of Minkner street from New York to Astor street.

For the improvement of King street from Beacon to Astor street.

For the opening of Seventeenth street from Meridian to Illinois street.

Petitions for Improvements.

Petitions for improvements were received and referred to the city engineer yesterday as follows:

For a sewer in Vermont street from Massachusetts avenue to New Jersey street.

For graveling New York street from Highland avenue to Arsenal avenue.

For the improvement of Annetta street from McLean to Chicago street.

Meridian-Street Cement Walk.

Resolutions were ordered prepared for a cement walk on the east side of Meridian street from North to Michigan street, and for a sewer in Union street from McCarty to Ray street.

General Harrison Will Preside.

The executive committee of the Y. M. C. A. will give a dinner to-night to the leading business men of the State, the purpose of the event being to bring the association work of the State before prominent people. General Harrison will preside, and addresses will be made by M. E. Ingalls, of Cincinnati, Dr. John M. Coulter, of Chicago, Richard C. Morse, of New York, and Rev. H. A. Buchtel, of Indianapolis.

Smokers unbiased in their opinion pronounce Sweet Moments cigarettes best.

BY A PROCLAMATION

GOVERNOR MATTHEWS OUTLINES HIS PROBABLE COURSE OF ACTION.

How He Might Act if the Supreme Court Upholds the Apportionment Law.

Should the Supreme Court overthrow the apportionment act of 1885, it is altogether probable that Indiana will elect her next Legislature under an apportionment made by proclamation of the Governor. At least such is the conviction gained after half an hour's talk with Governor Matthews upon this subject yesterday. "I had hoped," said the Governor, "that the Supreme Court would not interfere in this matter. I believe that the election under present conditions should be held under the law of 1885 and that the right of the hold-over Senators to their seats should not be questioned. As you are aware, there was great pressure after the previous decision of the court to have me take a different position from the one I took. A great many men of my own party, and good men, too, insisted that I should take the position that there was no Legislature in existence. While I am a party man, and would unquestionably favor my party where I could without interfering with what I can see to be my official duty, yet I told them the situation as I viewed it and gave my position in an authorized interview before the meeting of the Democratic committee, in order that they might follow that idea or any other as they saw fit.

"What I shall do in case the court overthrows the act of 1885, which is now admitted to be the only apportionment act on the statutes, I have not yet been able to determine to my own satisfaction. There is undoubtedly a question and it is a matter of doubt in my own mind as to whether or not, under the decision in the Sullivan county case, there is any Legislature in existence. Now this committee that called upon me stated that they had in their possession pledges from a majority of both houses that they would pass a fair and constitutional apportionment act and nothing else if called together. They did not present those pledges to me and it seems to me if I were a legislator I would hesitate a long time before I would sign a pledge to another co-ordinate branch of the government. I would do my duty as required by my oath of office, after having once had the opportunity to do that duty. However, I take it for granted that they had those pledges. Yet, if the Legislature were convened and should pass an apportionment law its constitutionality could not be tested before the election for want of time. And in as much as the next Legislature must make a new apportionment under the constitution, it would be a very natural thing for them to pass some such act as that of 1885.

"Now the precedent has been set," continued the Governor, referring back to an earlier portion of the conversation, "and it is possible that an apportionment would have to be made by proclamation. There would, of course, be all sorts of conflicting opinions and advice as to my duty in the matter and I cannot as yet say what I would do."

"But would an apportionment by proclamation stand the test of the courts?" was asked.

"No one could say until it were tested, and it would probably be tested if the case would be gotten in shape for the Supreme Court in time."

This precedent spoken of was the action of Governor Wright back in the fifties, when he made an apportionment of his own and promulgated it in a proclamation and the next Legislature was elected under it. In case the Governor should do nothing at all, neither call the Legislature nor issue a proclamation, the Legislature would have to be elected by the State at large.

PROPER NOTICE NOT GIVEN.

One Property Owner Escapes the Barrett Bond Attorneys.

Judge Bartholomew decided a street lien case yesterday in which a new feature was presented. The suit was brought to foreclose against W. M. Fullerton and Lucius B. Swift. The facts were that in May, 1895, the original assessment roll showed that Fullerton was the owner of the property against which the assessment was levied. Aug. 2, 1895, Fullerton sold the property to Lucius B. Swift, and Aug. 20 the final assessment was made up, Fullerton's name was continued on the list as the owner of the property and, with Swift, he was made a defendant to the action to foreclose.

The law provides that before a suit of this character can be brought ten days' notice must be given the owner. It was shown that Mr. Swift had not been served with notice and he having paid the assessment after the suit was brought, the court held that he was not in default and attorney's fees could not collected from him.

DARROW GOT THE DIVORCE.

He Showed His Wife Was Guilty of Cruel Treatment.

Judge McMaster, of the Superior Court, has disposed of the Darrow divorce suit by giving the defendant the decree. The suit for separation was brought two or three months ago by Margaret Darrow against Ben L. Darrow on the ground of cruel treatment. The plaintiff claimed that her husband had slapped her and had called her harsh and undignified names on various occasions. Darrow met the charges with a cross-complaint, in which he charged Mrs. Darrow with cruel treatment. He said she has formed a dislike for his mother and sister and would not permit them to visit him. Her treatment, he asserted, had become unbearable.

Judge McMaster after hearing the evidence gave Darrow the divorce. The defendant is well known among wheelmen. He is editor and publisher of the Wheelman's Gazette, a periodical devoted to bicycle interests. The Darrows were married in White county June 20, 1894.

Moorehouse Case on Retrial.

The Moorehouse will case is being tried for the second time in the Circuit Court. The suit involves the property of the late Sarah Moorehouse, a spinster. Miss Moorehouse died in 1892 at St. Vincent's Hospital, leaving a will which bequeathed the bulk of her property to Mary E. Penny, who is one of the defendants. St. Vincent's Hospital was made a residuary legatee, and is a party to the suit. Thomas Moorehouse, brother of the testatrix, is trying to have the will set aside on the ground that his sister was not of sound mind when she executed the instrument. The first trial of the case resulted in a disagreement of the jury.

Probate Matters.

The Union Trust Company was yesterday appointed executor of the will of Louise C. Elliott. The testatrix provided for a division of her estate between her mother-in-law, Sarah P. Elliott, her niece, Lucretia Scott and her mother, Celia A. Brown.

The Marion Trust Company qualified as the administrator of the estate of Antoinette Kirkland.

For Breaking Into a House.

John Godley, charged with entering a house in the daytime for the purpose of robbery, is on trial by jury in the Criminal Court. Godley is supposed to have broken into the home of Allen Caylor on North West street while the family were absent from the house.

THE COURT RECORD.

Superior Court.

Room 1—John L. McMaster, Judge.

Margaret R. Darrow vs. Benjamin L. Darrow; divorce. Decree granted defendant.

Room 2—Lawson M. Harvey, Judge.

Clarence Udell vs. Citizens' Street-railroad Company; damages. On trial by jury. Jury out.

Sarah E. Barnett vs. Howard Barnett; divorce. Decree granted plaintiff. Custody of child given to defendant from Sept. 1 to March 1 each year.

Florence Landers vs. Z. T. Landers; divorce. Decree granted plaintiff. Judgment against defendant for costs.

Room 3—Pliny W. Bartholomew, Judge.

Edward T. Kenney, receiver, vs. Daniel M. Heim et al.; note. Finding and judgment for plaintiff for $8,310.

Circuit Court.

Edgar A. Brown, Judge.

Thomas Moorehouse vs. Mary E. Penny et al.; to set aside will. On trial by jury.

New Suits Filed.

Aetna Saving and Loan Association vs. Mary E. Lovett; suit to foreclose mortgage. Superior Court, Room 1.

Standard Savings and Loan Association vs. Michael Manion et al.; suit to foreclose mortgage. Superior Court, Room 1.

Hallie Keeney vs. Joseph W. Keeney; suit for divorce. Superior Court, Room 3.

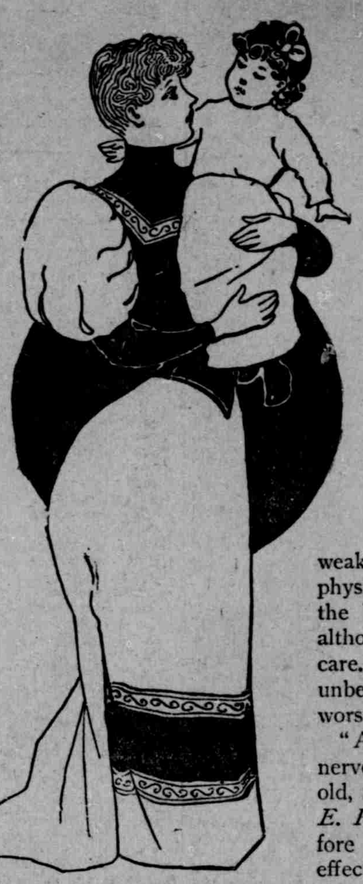
L. E. Meyer vs. Emma M. Crain; suit on notes. Superior Court, Room 2.

John H. Smith vs. Emelia Beck et al.; suit to foreclose street lien. Circuit Court.

William W. Manee vs. the Order of Equity; suit for receiver. Circuit Court.

Mrs. Goold's Gratitude.

Her Condition Before and After the Birth of Her Child.



FROM every city, town, and hamlet on this vast continent come letters from suffering women; from those whose physicians have been unable to assist them, or from that numberless class whose confidence in Mrs. Pinkham's advice and the curative properties of her Vegetable Compound is unbounded.

Every letter received from women is recorded, and hundreds of volumes of cases treated aid in furnishing practical information for the women of to-day. No letters are published without the request of the writer. The strictest confidence is observed. The following letter represents thousands:—

"I always enjoyed good health until six months before the birth of my babe. Then I was very weak; my back ached all the time. My physicians said I would be all right after the birth of the child; but I was not, although at that time I had the best of care. The pains in my back were almost unbearable. I had female weakness in its worst form; menstruations were painful.

"Any work or care would entirely unnerve me. When my babe was 11 months old, friends persuaded me to take *Lydia E. Pinkham's Vegetable Compound.* Before I had taken one bottle I felt the effects. My back did not ache so badly, and I felt stronger. After taking four bottles I felt well. My ambition returned, menstruations were painless, weakness entirely cured, and I could take care of my babe and do my housework. I shall always recommend your Vegetable Compound for all women, especially for young mothers."—MRS. H. L. GOOLD, Oregon, Wis.

If Mrs. Goold had been well before the birth of her child, subsequent suffering would have been avoided. Lydia E. Pinkham's Vegetable Compound should always be taken before and after birth, in order that the system may withstand the shock.

THE LYDIA E. PINKHAM MED. CO., Lynn, Mass.

ONE SUBSCRIPTION OF $500.

Indiana Bicycle Company Subscribes This to the Bicycle Path.

The Wheelway League is now in a fair way to succeed in its undertaking to build a bicycle path. Subscriptions to the amount of nearly $2,000 have been received from individuals for the work. Yesterday the following letter was received by the directors of the league from the Indiana Bicycle Company:

"Gentlemen—We learn that your association contemplates the building of a bicycle path on the towpath of the canal, and in other suburban parts about the city. This project is one which we will welcome most heartily, and, realizing how much pleasure it will give to the wheelmen and wheelwomen of the city, we desire to have an opportunity to extend both our thanks to you for your effort and beg to add a substantial assistance in a contribution ($500), which you are welcome to call for at your pleasure, as the work progresses."

This is really more money than the directors of the league expected from Mr. Smith. It was said all along that he would give liberally to the project whenever called upon, but most of the members of the board of directors thought $250 would be as much as they could consistently expect to receive from him. It was, therefore, in the nature of a most agreeable surprise when they received this letter from him yesterday, or, rather, from Philip Goetz, treasurer of the company.

As soon as $2,000 is subscribed the directors will arrange for work to begin, probably in a few days. The work will not be let out by contract, for it was found that all bids were too high. A superintendent will be employed, and he will have charge of the work. The necessary laborers will be put to work, and it is expected that the tow-path part of the work will be thrown open by June 1, if not sooner.

Nourishing, fattening drink — Postum Cereal, made of grains. Brews like rich Mocha.

Gladness Comes

With a better understanding of the transient nature of the many physical ills, which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge, that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, laxatives or other remedies are then not needed. If afflicted with any actual disease, one may be commended to the most skillful physicians, but if in need of a laxative, one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

Talking Is Tiresome

We do not have to talk or weary you with prolonged arguments and florid descriptions. These are not necessary to sell a Cycle of merit.

The Hearsey '96 Model

Have bounded into popular favor. You can see them everywhere. Call and see us before making your selection. Here is what we offer:

THE VICTOR, $100 (not a penny less).
THE BARNES WHITE FLYER $100
THE MATCHLESS HEARSEY 85
SKY-HIGH CRESCENTS ..... $75 and 50
THE TOBASCO "Hot Stuff" 55

Call and take your choice. Our terms will always be found the most liberal and reasonable. Our spacious Riding School, with padded walls, is at all times under the supervision of competent and gentlemanly instructors.

H. T. HEARSEY CYCLE CO.

Riding School Open Day and Evening. 116-118 North Pennsylvania St.

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