Scrofula

Manifests itself in many different ways, like goitre, swellings, running sores, boils, salt rheum and pimples and other eruptions. Scarcely a man is wholly free from it, in some form. It clings tenaciously until the last vestige of scrofulous poison is eradicated from the blood by Hood's Sarsaparilla. Thousands of voluntary testimonials tell of suffering from scrofula, often inherited and most tenacious, positively, perfectly and permanently cured by

Hood's Sarsaparilla

The One True Blood Purifier. All druggists. $1. Prepared only by C. I. Hood & Co., Lowell, Mass.

Hood's Pills act harmoniously with Hood's Sarsaparilla. 25c.

of supply and demand has a great deal to do with the question of the value of silver, as it has with everything else. Notwithstanding, one of our silver orators, I understand, insists that this law is one of the first they will have repealed. If Alexander Hamilton were alive to-day, possessed, as he was, of one of the greatest minds in the history of the world (possibly the greatest ever on this continent), how do you suppose he would fix the relative values of silver and gold? We all know he would investigate, as he did before, and the value would be fixed as it now is, 31 to 1 instead of 16 to 1, because conditions and values have changed. The proposition to keep these two metals valued as they were a hundred years ago seems as foolish to me as if the country east of the Alleghenies had produced only wheat and the country west of the Alleghenies had produced only corn. The price of wheat at that time say would have been 50 cents and the price of corn 25 cents. Then the people of the West would insist that this parity should never be disturbed. It would be absurd to insist that the ratio between the values of the products of the fields should remain the same. Isn't it equally as foolish to expect that the value of products of the mines should not change? There isn't any doubt but what we could go to a silver basis and use silver entirely, letting gold go out of the country, as it has in other silver countries. We could also, if we wished to, go back to a currency basis of coonskins, muskrat skins and ginseng, which was currency, as many of you know, in the early days in Indiana, but we are not likely to go back to this, neither are we likely to go back to silver.

We all know there is something wrong with the business conditions of this country, but what do you think of a doctor who would advise you to have your arm or leg amputated because you had the toothache? I know this sounds ridiculous, but it certainly is no more so than the proposition of the silver mine owners.

Many of our Democratic friends four years ago had another beautiful theory which was held up to the admiring gaze of the world. They called it "free trade." I do not believe that a very large number of the members of even that party are now very favorably impressed with that theory. The "free trade" theory has been take many a model stored away in our patent office, which the inventor and his friends thought would be sure to prove a wonderful success, and would make the inventor untold wealth beside which the millions Colonel Sellers saw in his eye water would look small. But, when the final test came, the machine would not work. It has been so with free trade. However beautiful it may appear in theory, it has failed to work.

The large majority of the people in this country have made up their minds that we might as well admit the low-priced laborer from southern Europe and from Asia to admit the product of this labor free of duty. This question has been settled in the minds of the people, and settled right, and the other question, one of really greater importance, will be settled this year, and settled right.

A GOOD SAMARITAN

While Doing a Kind Act Gets Into Serious Trouble and Is Locked Up.

F. L. McDaniel and Benjamin Frazier, two men from White Rock, Ind., came to the city yestrday, and in the course of the day drank a little more than was good for them. Willard Norris found them, and, seeing the condition they were in, started to take them to his home, at No. 54 Geisendorff street, in his buggy, but with poor success. Fralzer was very drunk, and it was difficult to handle him at all. Norris got them both in his buggy and started away with them, but at the corner of Pennsylvania and Washington streets he ran down a man on a bicycle, and a as result the trio were landed in the station house. The bicyclist was thrown to the ground and was run over by the vehicle and was very badly bruised. The bicycle suffered as much as the man, being almost completely demolished. Sergeants Shelgert and Kruger appeared and placed the men under arrest, Norris, who was driving, being charged with assault and battery and intoxication, while the other two were charged only with intoxication. Norris greatly lamented his bad luck of having the more serious charged placed against him, when he was at the time working to help his friends, who, he thought, were far more guilty than he.

Suburban Notes.

About 2 o'clock yesterday morning Richard Kaufman, living on North Harding street, went home drunk and began some trouble with his father-in-law, which ended in a fight. Marshal Perry was sent for and he placed Kaufman under arrest and locked him up. At noon Kaufman secured bail and was released.

Thomas Kithridge, an old man who boards on River avenue, was picked up by Marshal Perry near the West Indianapolis fire headquarters in such a state of intoxication that he was unable to take care of himself. The marshal took him in.

Robbed at the Union Station.

Mrs. Miller, of St. Louis, who came to this city yesterday afternoon to visit her mother-in-law, Mrs. George W. Miller, at 436 Dillon street, was robbed as she was passing through the gates at the Union station. Her pocketbook, containing $15 in money, a pair of emerald earrings and a return ticket to St. Louis, was taken. The matter was reported to the police.

Came After Woodward.

Detective Ryan and Deputy Sheriff Heiney, of Cincinnati, arrived in this city last night with requisition papers for the return of Frank Woodward, alias Charles E. Porter. Ryan recognized Woodward immediately, but Woodward did not see fit to return the compliment. He claimed that he had never seen Ryan before, but his demeanor plainly showed that he had.

Mrs. Winslow's Soothing Syrup

Has been used over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays pain, cures wind colic, regulates the bowels, and is the best remedy for diarrhea, whether arising from teething or other causes. For sale by druggists in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup, 25 cents a bottle.

No such word as fail in the case of Glenn's Sulphur Soap. When that peerless purifier and beautifier is used to banish diseases of the skin and blemishes of the complexion, it infallibly succeeds in producing the desired effect. Sold by druggists.

Hill's Hair and Whisker Dye, Black or Brown, 50c.

Awarded Highest Honors—World's Fair,

DR. PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.

40 YEARS THE STANDARD.

THE MONON LITIGATION

LEGAL SITUATION IS GRAVE, BUT DOES NOT WARRANT SACRIFICE.

Falling Off in Freight Traffic—Japan Ordering Locomotives and Steel Rails from This Country.

Samuel Thomas, president of the Louisville, New Albany & Chicago, admits that the legal situation with that company is menacing to the present credit and convenience of the company, but the trouble did not originate with the present owners of the property nor is it in any way connected with the road's present excellent management. It is difficult to summarize a lengthy legal procedure, but stockholders should understand it, more especially the history of the litigation now menacing the company. When J. B. Carson was the vice president of the New Albany company he and others of the directors became interested in the construction of a railroad in Kentucky, and the board of the Monon were induced to guarantee the bonds of the Kentucky line, notwithstanding that the law of Indiana expressly declared such action illegal, excepting when undertaken on petition of two-thirds of the stockholders of the guaranteeing company. The vote of guarantee was passed by a meeting of eight directors out of the thirteen constituting the board, and without the knowledge of their colleagues or of the stockholders. The Monon company received no money or benefit in any way from the transaction. As soon as the New Albany stockholders became aware of this action by their board a meeting was held and resolutions passed denouncing the guarantee as illegal and the Carson board was ejected from control of the New Albany company. Subsequently, after the bankruptcy of the Kentucky company, its bondholders attempted to assert a claim upon the Monon by reason of the alleged guarantee of their bonds and such claims were resisted by proceedings to enjoin such bondholders from enforcing their pretended rights. In the course of seventeen such actions the merits were passed upon by Judges Brewer and Jackson, of the United States Supreme Court, and by Judges Lurton and Barr, of the United States Circuit Court, and decision in every case given in favor of the Monon. In a hearing upon appeal before Judge Taft, recently, the court reversed the opinion of the eminent judges above named and removed the injunctions, thus giving the bondholders of the Beattyville road a right to sue once more upon their alleged guarantee. Thus the matter stands at present and a few of the bondholders have begun suit in Kentucky, from which quarter the discrediting reports seem to emanate.

Last Week's Freight Traffic.

Freight officials, in commenting on the traffic situation, express the opinion that when the depressed condition of the manufacturing interests is considered the volume of freights moving is all that could be expected, and this is shown in the fact that in some classes of freight shipments are averaging well into those of former years. For instance, live stock, dressed meats, provisions and produce are being shipped in larger quantities than ever before and probably the shipments of grain would be up to the usual average but for the fact that large quantities of grain which in years past have been shipped via St. Louis, Chicago and Indianapolis for export now go via New Orleans and Galveston and other Southern ports. Freight men say this is a problem the Eastern lines will have to solve. Were the industries of the country generally employed this diversion of grain shipments would not be so much noticed. With the depression in the manufacturing interests the coal traffic of the roads, which is usually heavy in July, August and September, now cuts a much less important figure, and conservative freight men are surprised that business is as good as it is. The train records show that in the week ending Aug. 15 20,953 cars were received and forwarded at Indianapolis and of that number 15,603 were loaded, a decrease in loaded car movement of 518 when compared with that of the preceding week. The empty car movement continues large, the Pennsylvania lines handling at this point last week 1,630, the Big Four lines 1,971, the Vandalia 714 and the other roads proportionately large numbers. The inquiry for cars the latter part of the week indicates an increase in grain shipments this week. Below is given the number of cars, both empty and loaded, received and forwarded at Indianapolis in the week ending Aug. 15, and for the corresponding weeks in 1895 and 1894:

Roads.	1896.	1895.	1894.
L., N. A. & C.	414	329	401
I., D. & W.	398	342	417
C., I. & V.—Ind. div.	646	875	842
I., E. & W.	493	564	586
Penn. & V.	614	742	678
Penn.—J., M. & I.	667	868	1,113
Penn.—Chicago div.	115	594	712
Penn.—Columbus div.	1,634	1,310	1,547
P. & E.—East div.	671	892	1,000
P. & E.—West div.	861	1,007	1,280
Big Four—Chicago div.	1,399	1,406	1,495
Big Four—Cincinnati div.	2,161	1,723	2,120
Big Four—St. Louis div.	1,764	1,881	1,902
Big Four—Cleveland div.	2,069	2,028	2,048
Vandalia	1,797	1,601	1,810
Totals	15,603	16,142	17,946
Empty cars	5,350	4,582	4,333
Total movement	20,953	20,724	22,279

To Foreclose $15,000,000 Mortgage.

The Farmers' Loan and Trust Company, of New York, has filed a suit in the United States Circuit Court at San Francisco to foreclose a mortgage executed in their favor in 1889 by the Oregon Improvement Company. The litigation arises over a mortgage for $15,000,000 issued in 1880 and given to the Farmers' Loan and Trust Company as a guarantee for the redemption of bonds for a like amount indorsed by the company.

Pay Roll on the Santa Fe.

Saturday was the monthly pay day of the Santa Fe railway and the Kansas City distribution of checks was the greatest it has been in more than three years, 840 employes receiving an aggregate of nearly $50,000. This increase in the pay roll at Kansas City was the result of the heavy grain and stock movement last month. Nearly every employe on the road, with the exception of office men, drew extra time.

Belt Road Traffic.

There was quite an improvement in business with the Belt road last week. During the week 14,313 cars were transferred over it, against 12,957 the week ending Aug. 8, and Belt road engines handled at the stockyards 926 carloads of stock, against 803 carloads in the preceding week, and handled 31 private switches for industries on its line 587 cars, against 507 in the week ending Aug. 8.

Traffic Notes.

In the week ending Aug. 15, 5,350 empty cars were handled at Indianapolis, sixty-eight fewer than in the preceding week.

The Lake Erie & Western handled at this point last week 493 loaded and 154 empty cars, a decrease of two in loaded cars.

The Monon handled at Indianapolis last week 538 cars, 414 being loaded, an increase over the weeek ending Aug. 8, of thirty-four loaded cars.

The Big Four lines proper handled at Indianapolis last week, 9,364 cars, 7,393 being loaded, an increase over the preceding week of 352 loaded cars.

The Peoria & Eastern handled on both divisions at this point last week 1,532 loaded cars, an increase over the preceding week of seventy loaded cars.

The four Pennsylvanina lines handled at Indianapolis last week 4,960 cars, 3,330 being loaded, a decrease as compared with the preceding week of 411 loaded cars.

The Vandalia handled at Indianapolis last week 1,797 loaded cars, bringing in 1,028 and forwarding west 769, a decrease as compared with the preceding week of 178 loaded cars.

The Cincinnati, Hamilton & Dayton handled at Indianapolis last week 807 cars, 646 being loaded, an increase over the preceding week of thirty-seven loaded cars.

The Bee-line division of the Big Four comes nearer doing its average business than any other Indianapolis line, shipments of live stock and dressed meats being heavy over that division, which handled at Indianapolis last week 2,069 loaded and 845 empty cars.

Personal, Local and General Notes.

In July the Baltimore & Ohio earned $2,089,400, an increase over July, 1895, of $148,596.

The Wabash is adding a considerable number of new 60,000-pound box cars to its equipment.

C. S. Crane, general passenger agent of the Wabash lines, is on an Eastern trip on official business.

The Chicago & Alton will put on new trains, dining cars, etc., to compete with the Illinois Central service.

Commencing with September the central freight committee will meet monthly instead of quarterly, as heretofore.

Joseph Ramsay, general manager of the Wabash, has given orders that to-day employes in the shops be set at work.

On Sunday the Lake Erie & Western will run a cheap excursion from Michigan City and points this side to Indianapolis.

E. O. McCormick, passenger traffic manager of the Big Four lines, has gone to French Lick Springs for a ten days' rest.

T. Z. Pickral, assistant master car builder of the Baltimore & Ohio, died at Columbus on Saturday. He commenced work on the Baltimore & Ohio as a brakeman in 1856.

Two more of the large freight engines the Pittsburg locomotive works are building for the Vandalia passed west yesterday.

O. O. Ogden to-day takes the position of southern passenger agent of the Illinois Central, with headquarters at New Orleans.

The Pennsylvania lines will continue to carry all communications pertaining to the operation of its fast freight lines free of charge.

T. G. Smiley, chief clerk of Ford Wood, general freight agent of the Peoria & Eastern, returned yesterday from a two weeks' vacation.

It is stated that F. J. Kimball, receiver of the Norfolk & Western, will, under the reorganization, be elected president of the new company.

The European traffic agencies of the Grand Trunk in Liverpool, Manchester, London and Glasgow have been closed as an economical measure.

A. R. Raymar, assistant engineer on the Lake Shore railway for some years, has resigned and gone to the Pittsburg & Lake Erie in a similar position.

On Aug. 25 the Cincinnati, Hamilton & Dayton will run an excursion to Mackinac Island. A rate of $5 will be made from all points on the C., H. & D. line.

The laying of a second track on the Panhandle between Pittsburg and Columbus is still being carried on, requiring the expenditure of hundreds of thousands of dollars.

W. H. Hill to-day becomes the assistant general freight agent of the Great Northern, succeeding W. J. Evans, who has been made general freight agent of the system.

R. H. Vaughen has been appointed commercial agent of the Missouri, Kansas & Texas, with headquarters at Buffalo, N. Y., a new field for a representative of that line.

So great is the demand for grain cars on the Panhandle that agents have been instructed not to load grain cars with other freights when other cars can be substituted.

The commercial agents of the Cincinnati, Jackson & Mackinaw are not affected by the 10 per cent. reduction, but have voluntarily agreed to lay off thirty days during the heated term without pay.

A. J. Smith, secretary of the American Association of General Passenger and Ticket Agents, has issued a call for the fifty-first semi-annual meeting of the association at Atlantic City Sept. 15.

A charter has been granted the St. Louis & Peoria Railway Company to construct a road from Springfield, Ill., to Peoria, carrying out the original plan for an extension of the St. Louis, Peoria & Chicago.

J. C. Patterson, passenger conductor on the Lake Erie & Western, accompanied by his wife, has gone to Mt. Clemens, where he will remain for some time, hoping to be benefited in health by the baths.

The Illinois Central and the Big Four's new line between St. Louis and Chicago is said to be cutting sharply into the business of competing older lines between those points, so fast are the trains and so elegant the equipment.

H. L. McGuirk, chief dispatcher of the Peoria division of the Vandalia, has been appointed chief clerk of Benjamin McKeen, superintendent, and Thomas Ragan succeeds Mr. McGuirk as chief train dispatcher on that division.

The Chicago, Hammond & Western, which, it is understood, the Michigan Central will soon utilize for an entrance into Chicago, instead of the Illinois Central, was opened for business last week. The extension to connect with all Chicago lines will be completed as soon as possible.

The Brooks locomotive works last week received an order for two standard locomotives to be used on the Nanwa railway, Japan. A Japanese official who recently visited the works cabled the locomotive works company the order. An order was received last week for 9,000 tons of steel rails to go to Japan, being the second order filled by the Illinois steel mills for export to that country.

In Eastern financial circles the belief prevails that the Vanderbilt people are convinced that in time the government will be forced to bring the Union Pacific to a closure sale, and in that case they will be strong bidders. The interests of the Chicago & Northwestern, a Vanderbilt line, have always been closely allied with the Union Pacific, and that the Vanderbilts have an eye on the Union and the Central Pacific road is not questioned.

The first suit has been brought against the Philadelphia & Reading and the Pennsylvania road for damages for injuries received by the ill-fated passengers in the Atlantic City wreck. The suit is brought against both railroad companies. While the loss to equipment in that wreck was not great, it is believed that it will cost the company in fault $500,000 to adjust the claims of relatives of those killed and for the injuries of those who survive the disaster.

The Michigan division of the Big Four system, so far as passenger business is concerned, has been one of the banner divisions this year. Recently the company put parlor cars on the train leaving Indianapolis at 11:15 a. m., and arriving at Benton Harbor at 6:45 p. m., and leaving Benton Harbor at 7:10 a. m., reaching Indianapolis at 3:10 p. m., and it has proven a very popular move; in both directions the car is running full. The passenger officials of the Big Four are just beginning to appreciate the value of this division for business.

A CHEROKEE NATION AFFAIR

Chief of Police and Sheriff's Deputy Killed in Indian Territory.

WAGONER, I. T., Aug. 16.—Two men were shot and killed and another mortally wounded at the annual convention of the National party in the Cherokee Nation, ten miles north of Tahlequah, yesterday. The killed are Eli Wofford, chief of police of Tahlequah, and Charley Proctor, a deputy sheriff. Leonard Williams, sheriff, was wounded fatally. It is also stated that Fan Wofford was fatally wounded. The row originated over whisky. The report has it that Eli Wofford shot Williams, who returned the fire, killing Wofford immediately, and that Fan Wofford then killed Proctor. The affair has created intense excitement in that section of the nation.

WOODRUFF BLOCK GUTTED.

$100,000 Fire Loss in the Town of Rockford, Ill.

ROCKFORD, Ill., Aug. 16.—Fire gutted the Woodruff block on Seventh street early this morning, causing a loss of over $100,000. L. Gollman, who conducted a department store, is the principal loser, his loss being estimated at $35,000, with an insurance of $25,000. The loss on building is $40,000, partially insured. Half a dozen other smaller firms are also losers and many poor families living in the second story of the block lost everything they possessed, barely escaping in their night clothes.

Colonel Bradford Retired.

CHICAGO, Aug. 16.—During the last week the army retiring board in this city heard, or partly heard, six of the ten cases which it is convened to pass on. The medical examiners, Drs. Forwood and Wiste, have just passed on several cases and submitted the following recommendations, which it is firmly believed will be indorsed by the full board: Lieutenant Colonel J. H. Bradford, Seventeenth United States Infantry, retirement; incapacitated by reason of wounds received in action. Major John G. Turnbull, First United States Artillery, retirement; incapacitated for service by deafness. Captain Horace E. Sarson, Second United States Infantry, retirement; incapacitated for service by age. Captain John B. Hayden, Eighth United States Infantry, retirement; incapacitated for service by defective sight.

NOTICE OF CHANGES

OF

PRECINCT BOUNDARIES

IN THE

Several Townships of Marion County, STATE OF INDIANA.

Notice is hereby given that, at the June term, 1896, of the Board of Commissioners of Marion county, State of Indiana, begun and held at the Courthouse in the city of Indianapolis, on the first Monday in June of said year, the following changes were made in the several voting precincts in the several townships of Marion county, State of Indiana, and the boundaries as fixed are as follows, to wit:

First Precinct, First Ward—

Commencing on the center line of Harrison avenue, at its intersection with the center line of Twenty-ninth street, formerly known as Twenty-second or Manchester street; thence south along the center of Harrison avenue to Twenty-fifth street, formerly known as Brinkman street; thence west in the center of said Twenty-fifth street to the center of Sheldon street; thence south in the center of Sheldon street to Nineteenth street, formerly known as Ninth street; thence east in the center of said Nineteenth street to Hillside avenue; thence northeast in the center of said Hillside avenue to the center of said Belt railroad; thence in the center of said Belt railroad to the center of said Belt railroad to the corporate limits; thence north and west along the corporation line to the place of beginning, shall constitute the First precinct, First ward.

Second Precinct, First Ward—

Commencing at the center of Twenty-ninth street, formerly known as Twenty-second or Manchester street, where the same intersects the center of the right of way of the Lake Erie & Western Railway Company; thence south along the center of the right of way of said railway company to Twenty-third street, formerly known as Bruce street; thence west in the center of said Twenty-third street to Cornell avenue; thence south in the center of said Cornell avenue to Twenty-first street, formerly known as Thirteenth street; thence east in the center of said Twenty-first street to Columbia avenue; thence south in the center of said Columbia avenue to Twenty-fifth street, formerly known as Ninth street; thence east in the center of said Twenty-fifth street to Harrison avenue; thence north in the center of said Harrison avenue to the corporate limits, and thence west along the corporate limits to the place of beginning, shall constitute the Second precinct, First ward.

Third Precinct, First Ward—

Commencing at the center of Twenty-first street, formerly known as Thirteenth street, at its intersection with Cornell avenue; thence south in the center of said Cornell avenue to Nineteenth street, formerly known as Ninth street; thence east in the center of said Nineteenth street to Columbia avenue; thence north in the center of said Columbia avenue to said Twenty-first street; thence west in the center of said Twenty-first street to the place of beginning, shall constitute the Third precinct, First ward.

Fourth Precinct, First Ward—

Commencing at the center of Nineteenth street, formerly known as Ninth street, where the same intersects Cornell avenue; thence south in the center of said Cornell avenue to Sixteenth street, formerly known as Seventh street; thence east in the center of said Sixteenth street to Martindale avenue; thence north in the center of said Martindale avenue to said Nineteenth street; thence west in the center of said Nineteenth street to the place of beginning, shall constitute the Fourth precinct, First ward.

Fifth Precinct, First Ward—

Commencing at the center of Nineteenth street, formerly known as Ninth street, where the same intersects Martindale avenue; thence south in the center of said Martindale avenue to Sixteenth street, formerly known as Seventh street; thence west in the center of said Sixteenth street to Beeler street; thence north in the center of said Beeler street to Pendleton pike or Massachusetts avenue; thence northeasterly in the center of said Pendleton pike or Massachusetts avenue to Orange street; thence north in the center of said Orange street to Hillside avenue; thence north in the center of said Hillside avenue to said Nineteenth street; thence west in the center of said Nineteenth street to the place of beginning, shall constitute the Fifth precinct, First ward.

Sixth Precinct, First Ward—

Commencing at the center of Sixteenth street, formerly known as Seventh street, where the same intersects Yandes street; thence south in the center of said Yandes street to Malott avenue; thence northeasterly in the center of said Malott avenue to Columbia avenue; thence north in the center of said Columbia avenue to Thirteenth street, formerly known as Home avenue; thence northeasterly in the center of Hill avenue to Beeler street; thence north in the center of said Beeler street to said Sixteenth street; thence west in the center of said Sixteenth street to the place of beginning, shall constitute the Sixth precinct, First ward.

Seventh Precinct, First Ward—

Commencing at a point in the center of Sixteenth street, formerly known as Seventh street, where the same intersects Cornell avenue; thence south in the center of said Cornell avenue to Eleventh street, formerly known as Christian avenue; thence east in the center of said Eleventh street to Malott avenue; thence northeasterly in the center of said Malott avenue to Yandes street; thence north in the center of said Yandes street to said Sixteenth street; thence west in the center of said Sixteenth street to the place of beginning, shall constitute the Seventh precinct, First ward.

Eighth Precinct, First Ward—

Commencing in the center of Eleventh street, formerly known as Christian avenue, where the same intersects the center of Malott avenue; thence south in the center of said Malott avenue to the center of Tenth street, formerly known as Clifford avenue; thence east in the center of said Tenth street to the center of Newman street; thence north and west in the center of said Newman street to the center of Brookside avenue; thence south in the center of said Brookside avenue to the first street running northwest to the center of Pendleton pike or Massachusetts avenue; thence northwest in the center of said street to the center of said Pendleton pike or Massachusetts avenue; thence south in the center of said Pendleton pike or Massachusetts avenue to the center of Beeler street; thence north in the center of said Beeler street to the center of Hill avenue; thence southwesterly in the center of said Hill avenue to the center of Columbia avenue; thence south in the center of said Columbia avenue to the center of said Malott avenue; thence southwesterly in the center of said Malott avenue to the place of beginning, shall constitute the Eighth precinct, First ward.

Ninth Precinct, First Ward—

Commencing in the center of Stoughton street, where the same intersects the center of Newman street; thence south in the center of said Newman street to the center of Tenth street, formerly known as Clifford avenue; thence east in the center of said Tenth street to the center of Rural street; thence north in the center of said Rural street to the center of Pope street; thence west in the center of said Pope street to the center of Keystone avenue; thence south in the center of said Keystone avenue to the center of Orange street; thence west in the center of said Orange street to the center of Stoughton street; thence west in the center of said Stoughton street to the place of beginning, shall constitute the Ninth precinct, First ward.

Tenth Precinct, First Ward—

Commencing in the center of Rural street, where the same intersects the center of Pendleton pike or Massachusetts avenue; thence south in the center of said Rural street to the center of Pope street; thence east in the center of said Pope street to the center of Keystone avenue; thence south in the center of said Keystone avenue to the center of Orange street; thence west in the center of said Orange street to the center of Stoughton street; thence west in the center of said Stoughton street to the center of Newman street; thence northwest in the center of said Newman street to the center of Brookside avenue; thence southwest in the center of said Brookside avenue to the center of the first street running northwest to the center of said Pendleton pike or Massachusetts avenue; thence in the center of said street to the center of said Pendleton pike or Massachusetts avenue; thence northeast in the center of said Pendleton pike or Massachusetts avenue to the place of beginning, shall constitute the Tenth precinct, First ward.

Eleventh Precinct, First Ward—

Commencing in the center of Hillside avenue, where the same intersects the right of way of the Belt railroad; thence south in the center of said Hillside avenue to the center of Orange street; thence south in the center of said Orange street to the center of Pendleton pike or Massachusetts avenue; thence northeasterly in the center of said Pendleton pike or Massachusetts avenue to the center of said Belt railroad; thence west in the center of said right of way of said Belt railroad to the place of beginning, shall constitute the Eleventh precinct, First ward.

First Precinct, Second Ward—

Commencing in the center of College avenue, where the same intersects Fall creek; thence south in the center of said College avenue to the center of Twenty-first street, formerly known as Thirteenth street; thence east in the center of said Twenty-first street to the center of Cornell avenue; thence north in the center of said Cornell avenue to the center of Twenty-third street, formerly known as Bruce street; thence east in the center of said Twenty-third street to the center of the right of way of the Lake Erie & Western Railway Company; thence north in the center of said right of way to the center of Twenty-ninth street, formerly known as Twenty-second or Manchester street; thence west in the center of said Twenty-ninth street to said Fall creek; thence southwesterly with the line of said Fall creek to the place of beginning, shall constitute the First precinct, Second ward.

Second Precinct, Second Ward—

Commencing in the center of Central avenue, where the same intersects Fall creek; thence south in the center of said Central avenue to the center of Twentieth street, formerly known as Eleventh street or Tenth street; thence east in the center of said Twentieth street to the center of College avenue; thence north in the center of said College avenue to said Fall creek; thence southwesterly with the line of said Fall creek to the place of beginning, shall constitute the Second precinct, Second ward.

Third Precinct, Second Ward—

Commencing in the center of College avenue, where the same intersects the center of Twenty-first street, formerly known as Thirteenth street; thence south in the center of said College avenue to the center of Nineteenth street, formerly known as Tenth street; thence east in the center of said Nineteenth street to the center of Ash street; thence south in the center of said Ash street to the center of Seventeenth street, formerly known as Eighth street; thence east in the center of said Seventeenth street to the center of Cornell avenue; thence north in the center of said Cornell avenue to the center of said Twenty-first street; thence west in the center of said Twenty-first street to the place of beginning, shall constitute the Third precinct, Second ward.

Fourth Precinct, Second Ward—

Commencing in the center of Central avenue, where the same intersects the center of Twentieth street, formerly known as Eleventh street; thence south in the center of said Central avenue to the center of Seventeenth street, formerly known as Eighth street; thence east in the center of said Seventeenth street to the center of Ash street; thence north in the center of said Ash street to the center of Nineteenth street, formerly known as Ninth street; thence west in the center of said Nineteenth street to the center of College avenue; thence north in the center of said College avenue to the center of said Twentieth street; thence west in the center of said Twentieth street to the place of beginning, shall constitute the Fourth precinct, Second ward.

Fifth Precinct, Second Ward—

Commencing in the center of Alabama street, where the same intersects Fall creek; thence south in the center of said Alabama street to the center of Sixteenth street, formerly known as Seventh street; thence east in the center of said Sixteenth street to the center of Central avenue; thence north in the center of said Central avenue to said Fall creek; thence west with the line of said Fall creek to the place of beginning, shall constitute the Fifth precinct, Second ward.

Sixth Precinct, Second Ward—

Commencing in the center of Alabama street, where the same intersects the center of Sixteenth street, formerly known as Seventh street; thence south in the center of said Alabama street to the center of Tenth street, formerly known as St. Mary street; thence east in the center of said Tenth street to the center of Central avenue; thence north in the center of said Central avenue to the center of Eleventh street, formerly known as Christian avenue; thence east in the center of said Eleventh street to the center of Park avenue; thence north in the center of said Park avenue to the center of Fifteenth street, formerly known as Lincoln avenue; thence west in the center of said Fifteenth street to the center of Central avenue; thence north with the center of Central avenue to the center of said Sixteenth street; thence west with the center of said Sixteenth street to the place of beginning, shall constitute the Sixth precinct, Second ward.

Seventh Precinct, Second Ward—

Commencing in the center of Central avenue, where the same intersects the center of Seventeenth street, formerly known as Eighth street; thence south in the center of said Central avenue to the center of Fifteenth street, formerly known as Lincoln avenue; thence east in the center of said Fifteenth street to the center of Broadway street; thence north in the center of said Broadway street to the center of Sixteenth street, formerly known as Seventh street; thence east in the center of said Sixteenth street to the center of College avenue; thence north in the center of said College avenue to the center of said Seventeenth street; thence west in the center of said Seventeenth street to the place of beginning, shall constitute the Seventh precinct, Second ward.

Eighth Precinct, Second Ward—

Commencing in the center of College avenue, where the same intersects the center of Seventeenth street, formerly known as Eighth street; thence south in the center of said College avenue to the center of Fifteenth street, formerly known as Lincoln avenue; thence east in the center of said Fifteenth street to the center of Cornell avenue; thence north in the center of said Cornell avenue to the center of said Seventeenth street; thence west in the center of said Seventeenth street to the place of beginning, shall constitute the Eighth precinct, Second ward.

Ninth Precinct, Second Ward—

Commencing in the center of Park avenue, where the same intersects the center of Fifteenth street, formerly known as Lincoln avenue; thence south in the center of said Park avenue to the center of Eleventh street, formerly known as Christian avenue; thence east in the center of said Eleventh street to the center of College avenue; thence north in the center of said College avenue to the center of Sixteenth street, formerly known as Seventh street; thence west in the center of said Sixteenth street to the center of Broadway street; thence south in the center of said Broadway street to the center of said Fifteenth street; thence west with the center of said Fifteenth street to the place of beginning, shall constitute the Ninth precinct, Second ward.

Tenth Precinct, Second Ward—

Commencing in the center of College avenue, where the same intersects the center of Fifteenth street, formerly known as Lincoln avenue; thence south in the center of said College avenue to the center of Eleventh street, formerly known as Christian avenue; thence east in the center of said Eleventh street to the center of Cornell avenue; thence north in the center of said Cornell avenue to the center of said Fifteenth street; thence west in the center of said Fifteenth street to the place of beginning, shall constitute the Tenth precinct, Second ward.

First Precinct, Third Ward—

Commencing in the center of Meridian street, at its intersection with Fall creek; thence south in the center of said Meridian street to the center of the first alley north of Twenty-first street, formerly known as Twelfth street; thence east in the center of said alley to the center of Pennsylvania street; thence east in the center of Boston street to the center of Talbott avenue; thence east in the center of Twenty-first street, formerly known as Thirteenth street, to the center of Alabama street; thence north in the center of said Alabama street to Fall creek; thence southwesterly with the line of said Fall creek to the place of beginning, shall constitute the First precinct, Third ward.

Second Precinct, Third Ward—

Commencing in the center of Senate avenue, formerly known as Mississippi street, where the same intersects Fall creek; thence south in the center of said Senate avenue to the center of Twenty-first street, formerly known as Twelfth street; thence east in the center of said Twenty-first street to the center of Meridian street; thence north in the center of said Meridian street to Fall creek; thence southwesterly with the line of Fall creek to the place of beginning, shall constitute the Second precinct, Third ward.

Third Precinct, Third Ward—

Commencing in the center of Northwestern avenue, where the same intersects Fall creek; thence south in the center of said Northwestern avenue to the center of the right of way of the C., C., C. & St. L. Railway Company; thence southeasterly in the center of said right of way to the center of Eighteenth street, formerly known as Ninth street; thence east in the center of said Eighteenth street to the center of Senate avenue, formerly known as Mississippi street; thence north in the center of said Senate avenue to Fall creek; thence west with the line of Fall creek to the place of beginning, shall constitute the Third precinct, Third ward.

Fourth Precinct, Third Ward—

Commencing in the center of Twenty-first street, formerly known as Twelfth street, where the same intersects the center of Senate avenue, formerly known as Mississippi street; thence south in the center of said Senate avenue to the center of Eighteenth street, formerly known as Ninth street; thence east in the center of said Eighteenth street to the center of Meridian street; thence north in the center of said Meridian street to the center of said Twenty-first street; thence west in the center of said Twenty-first street to the place of beginning, shall constitute the Fourth precinct, Third ward.

Fifth Precinct, Third Ward—

Commencing in the center of Meridian street, where the same intersects the center of the first alley north of Twenty-first street, formerly known as Twelfth street; thence south in the center of said Meridian street to the center of Eighteenth street, formerly known as Ninth street; thence east in the center of said Eighteenth street to the center of Talbott avenue; thence south in the center of said Talbott avenue to Seventeenth street, formerly known as Eighth street; thence east in the center of said Seventeenth street to the center of Alabama street; thence north in the center of said Alabama street to the center of said Twenty-first street; thence west in the center of said Twenty-first street to the place of beginning, shall constitute the Fifth precinct, Third ward.

Sixth Precinct, Third Ward—

Commencing in the center of Illinois street, where the same intersects the center of Eighteenth street, formerly known as Ninth street; thence south in the center of said Illinois street to the center of Fourteenth street, formerly known as Fifth street; thence east in the center of said Fourteenth street to the center of Pennsylvania street; thence north in the center of said Pennsylvania street to the center of Sixteenth street, formerly known as Seventh street; thence east in the center of said Sixteenth street to the center of Alabama street; thence north in the center of said Alabama street to the center of Seventeenth street, formerly known as Eighth street; thence west in the center of said Seventeenth street to the center of Talbott avenue; thence north in the center of said Talbott avenue to the center of Eighteenth street, formerly known as Ninth street; thence west in the center of said Eighteenth street to the center of Meridian street; thence north in the center of said Meridian street to the center of said Twenty-first street; thence west in the center of said Twenty-first street to the place of beginning, shall constitute the Sixth precinct, Third ward.

Seventh Precinct, Third Ward—

Commencing in the center of Northwestern avenue, where the same intersects the center of the right of way of the C., C., C. & St. L. Railway Company; thence south in the center of said Northwestern avenue to the center of Sixteenth street, formerly known as Seventh street; thence east in the center of said Sixteenth street to the center of Illinois street; thence north in the center of said Illinois street to the center of Eighteenth street, formerly known as Ninth street; thence west in the center of said Eighteenth street to the center of Talbott avenue; thence south in the center of said Talbott avenue to Seventeenth street, formerly known as Eighth street; thence east in the center of said Seventeenth street to the center of Alabama street; thence north in the center of said Alabama street to the center of Fourteenth street, formerly known as Fifth street; thence west in the center of said Fourteenth street to the center of Senate avenue, formerly known as Mississippi street; thence north in the center of said Senate avenue to the center of Eleventh street, formerly known as Second street; thence east in the center of said Eleventh street to the center of Capitol avenue; thence north in the center of said Capitol avenue to the center of Fourteenth street, formerly known as Fifth street; thence east in the center of said Fourteenth street to the center of Illinois street; thence north in the center of said Illinois street to the center of said Sixteenth street; thence west in the center of said Sixteenth street to the place of beginning, shall constitute the Seventh precinct, Third ward.

Eighth Precinct, Third Ward—

Commencing in the center of Northwestern avenue, where the same intersects the center of Sixteenth street, formerly known as Seventh street; thence south in the center of said Sixteenth street to the center of Senate avenue, formerly known as Mississippi street; thence south in the center of said Senate avenue to the center of Eleventh street, formerly known as Second street; thence east in the center of said Eleventh street to the center of Capitol avenue; thence north in the center of said Capitol avenue to the center