THE WHITEWATER CANAL

ONE OF THE IMPORTANT EARLY IMPROVEMENTS IN INDIANA.

Had Its Part in the State's Development, but After a Few Years Made Way for Railroads.

The rapidly increasing settlement of the Whitewater valley and the remarkable fertility of the soil caused an increasing demand for a market for the products of the farms and as early as 1822 or 1823 a convention of delegates from Randolph, Wayne, Union, Fayette, Franklin and Dearborn counties, Indiana, assembled at Harrison, O., to consider the practicability of constructing a canal down the valley. The prime mover was Agustus Jocelyn, a minister of the gospel who edited and published the Western Agriculturist at Brookville and through his paper worked up quite an interest in behalf of the improvement of the valley. Shortly after the convention was held Colonel Shriver, of the United States army, began a survey for a canal and got as far down the valley as Garrison's creek, where the survey was brought to a sudden close by the death of the colonel. The suspension was of short duration, for Colonel Stansbury, United States civil engineer, soon completed it. Nothing seems to have been done until February of 1834, when the Legislature directed the canal commissioners to employ competent engineers and "early the ensuing summer survey to locate a canal from a point at or near the mouth of Nettle creek, in Wayne county, to Lawrenceburg, Ind." Accordingly, William Goodin was employed as engineer-in-chief and Jesse L. Williams assistant engineer. During its construction and existence there were employed as assistant engineers Simpson Talbot, Elisha Long, John H. Farquhar, Martin Crowell, Henry C. Moore, Stephen D. Wright, —— Dewey and John Shank. The canal was first located on the west side of the river as far as Laurel, where it crossed to the east and continued down to the gravel bank just above Brookville, where it recrossed to the west bank and proceeded on to Lawrenceburg, but was afterwards located on the east bank, from Laurel to its terminus.

Strange as it may seem, this great and badly-needed improvement was bitterly opposed by some and every obstruction thrown in the way of the enterprise that could be, the opposition being led by Charles Hutchens, a Kentuckian, who resided for many years in Brookville and during his residence edited several papers.

A BRANCH CANAL.

A meeting was called to assemble at the courthouse in Brookville at 2 o'clock p. m. Dec. 25, 1834, to consider the propriety of constructing a canal from the forks of Blue creek to its mouth. It was proposed to connect with the Whitewater canal near the mouth of the creek, and it was thought that Congress would donate contiguous land. The call closes with the following postscript: "While we are borrowing money to build the Whitewater canal, let's borrow a little more to build the Blue Creek." This was done by the opponents of the Whitewater, as the proposed canal would only have been three or four miles in length. Jan. 5, 1835, the engineer reported the survey completed. The length of the canal was seventy-six miles, with a fall of 491 feet from its head at Nettle creek to its terminus at Lawrenceburg, requiring fifty-five locks and seven dams, the latter varying in height from two to eight feet. The estimated cost per mile was $14,908, or $1,142,128 for the entire canal. In June of that year Gen. Amaziah Morgan, of Rush county, was appointed a commissioner to receive stone, timber or the conveyance of land to the canal to aid in constructing it. Owing to the hills in southern Indiana it was deemed best to cross the line at Harrison and locate about eight miles of the canal in Hamilton county, Ohio, recrossing into Indiana and continuing to Lawrenceburg. As it was necessary to have the consent of Ohio to construct the portion running through her territory, the Legislature of Indiana authorized the Governor to obtain Ohio's permission, and Governor Noble appointed O. H. Smith a commissioner, who proceeded to Columbus, O., and Jan. 30, 1835, presented Indiana's request. This was bitterly opposed and the petition refused on the grounds that it was against Ohio's interest to grant it, as the Whitewater canal would run parallel to the Miami at a distance of from twenty to fifty miles from it, and that the products of Wayne, Union and part of Fayette and Franklin counties, Indiana were taken to Hamilton and shipped to Cincinnati on the Miami canal, and if Ohio granted the request she would lose that tonnage. The refusal only served to put Indiana on her mettle, and the Buckeyes soon learned that when "the Hoosiers will they will, and that's the end on't," for the Legislature immediately instructed the Board of Internal Improvements, should Ohio persist in her refusal, to construct a railroad on the Indiana side of the state line from Harrison to Lawrenceburg. This, with the influence of Cincinnati, whose people quickly realized what the result would be to them if the commerce of the valley went to Lawrenceburg, hastily changed the mind of Ohio's Legislature and the petition was granted. One enthusiastic advocate of the Whitewater canal, in the Liberty Hall and Cincinnati Gazette of Sept. 8, 1836, earnestly and persistently urged Cincinnati to borrow half a million dollars to aid in constructing the canal and Miami Railroad. Early in January of 1836 the champions of the Whitewater canal in the Indiana Legislature, Enoch McCarty in the Senate and Caleb Smith and Mark Crum in the House, had the pleasing satisfaction of seeing their labors crowned with success by the passing of the internal improvement bill.

GALA DAY IN BROOKVILLE.

Tuesday, Jan. 9, 1836, was a gala day in Brookville, for on that day the news that the internal improvement bill had passed both houses of the Legislature was received, and in the evening the event was celebrated with speaking by prominent men, all buildings, public and private, being illuminated and long rows of lights placed on the fences along Meirs street. A large procession was formed under command of Col. B. S. Noble and Captain Dodd, and, amid the ringing of bells, beating of drums and roaring of cannons, marched through the streets to the inspiring strains of a band of music. The demonstrations continued until after midnight, when the citizens retired to their homes, but the cannon boomed till daylight. Of all who took part in the demonstration there are, perhaps, living only Rev. T. A. Goodwin, Thomas Pursel, Jackson Lynn and W. W. Butler, of Indianapolis; Dr. Cornelius Cain, of Clarksburg, Ind.; Jonathan Cain, of Connersville, and Eli Cain and Dr. Thomas Colescott, of Brookville, who participated in the demonstration.

Sept. 12, 1836, the ceremony of "breaking ground" and letting of the contracts for the construction of the canal from Brookville to Lawrenceburg was celebrated at Brookville by a grand barbecue and every expression of rejoicing possible. The orator of the day was Governor Noah Noble. The other speakers were ex-Governors James B. Ray and David Wallace; Hon. George H. Dunn, of Lawrenceburg, and Dr. Daniel Drake, of Cincinnati. Quite a number of speeches were made and toasts offered, the following being offered by James Finley, editor of the Richmond Palladium:

"There is not in the wide world a valley so sweet,
As that vale where the branches of the Whitewater meet;
Oh! The last picayune shall depart from my fob,
Ere the east and the west fork relinquish the job."

A pick, shovel and wheelbarrow had been provided for the occasion and at the close of the speaking and reading of the toasts one of the speakers seized the pick and loosened the ground for a few feet, another trundled the wheelbarrow to the loosened earth, another took the shovel and filled the wheelbarrow and ex-Governor Wallace trundled it a short distance and dumped it and "ground was broken" for the Whitewater canal. On this day, Sept. 13, 1836, contracts were let for the construction of the canal to the following parties: William Carr, Joel Wilcox, Zephaniah Reed, William Rhubottom, Joel Palmer, R. & T. Freeman, —— Westerfield, Benjamin M. Remy, George Heimer, Moses Kelley, William Marshall, N. Hammond, William M. McCarty, Isaac Van Horn, H. Simonton, William Garrison, Paren & Kyle, Carmichael & Barwick, Gibbons & Williams, Halstead & Parker, Naylor, Troxall & Co., D. Banham & Co., Scott & Butt, H. Lasure & Co., Vance, Caldwell & Co., Tyner, Whipple & Co. and C. J. Meeks.

The State pushed the work, and in November of 1837 Joel Wilcox, the contractor for building the bridge and dam across the east fork of the Whitewater, below Brookville, completed the latter and water was let in the first mile of the canal. According to the report of the Board of Internal Improvements for that year there had been employed between Lawrenceburg and Brookville nine of that board, one engineer-in-chief, one secretary, twelve resident engineers, seven senior and eleven junior assistant engineers and twenty-four rodmen. One of the rodmen was the venerable George W. Julian, now a resident of Irvington, and who a few years later took such an active part in national affairs. Also twenty axmen and 975 laborers, the latter receiving $18 per month.

BRIDGES AND LOCKS.

The White bridge, as it is called, was finished by the contractor in September of 1838, the west side of it being used for a towpath. It is 392 feet long and cost $14,000. The locks were either named for some prominent person engaged in constructing the canal or for the town where they were located. They were Marshall's, Fox's, Trenton, Berwise's, Rhubottom's, Cedar Grove, guard lock at Case's, Wiley's (two), Tyner's, guard lock below Brookville, Brookville at the basin, Reed's, just above the depot, Boundary Hill, Yellow Bank, Twin locks, Gordon's, Metamora, Murray's, Ferris's, Jenks's, Laurel, Hetrick's, Garrison's creek, Conwell's, Limpus's, Berlin, Nulitown, Updegraff's, Herron's, Conwell's, Mill lock, Triple locks, Claypool's, Carmen's, Fourmile, Swamp Level, Milton and Lockport (two.)

The first boat to reach Brookville from Lawrenceburg was the Ben Franklin, owned by Long & Westerfield and commanded by General Elisha Long. It arrived June 8, 1839, and was drawn by hand from below town up to its landing. The estimated cost of the canal from Hagerstown to Lawrenceburg was $1,567,470, and to construct it to Brookville had cost $664,665. The State debt had become so large she could not pay the interest, and the canal was sold in 1842 to Henry S. Vallette, a wealthy Cincinnatian, who proceeded to complete it. In November of 1843 the first boat, the Native, in charge of Captain Crary, reached Laurel at dark with a grand excursion from Brookville. During the night the bank burst and left the excursionists eight miles above Brookville to walk home. In June of 1845 the canal reached Connersville. The first boat to arrive at Herron's lock was the Banner. The following October the canal reached Cambridge City and had cost the company $473,000. In 1846 it was completed to Hagerstown, and, according to the report of the auditor of state for 1848, had cost the State $1,092,175.13. In January of 1847 a flood destroyed the aqueduct at Laurel and this side of Cambridge City and cut channels around the feeder dams at Cass's (now Cooley's Station), Brookville, Laurel, Connersville and Cambridge City. The damage was estimated to be $90,000, and $70,000 was expended during the summer in repairs. The following November there was another flood that destroyed all that had been done and $80,000 more was expended, leaving $30,000 of repairs undone, and the canal was not ready for use until September of 1848. Disaster followed disaster, the cost of maintaining it exceeding the revenue until the summer of 1862, when it was sold at the courthouse door in Brookville by the United States marshal to H. C. Lord, president of the I. & C. Railroad, for $63,000, that being the amount of the judgment. The railroad company had long desired to secure the canal from Harrison to Cincinnati, so it could lay its track through the tunnel and thus gain an entrance to the city and the use of the Whitewater basin for a depot. This sale, for some reason, was set aside, although the railroad held that portion of the canal and used it as I have stated, but on Dec. 5, 1865, C. C. Binckley (now Judge Binckley, of Richmond and State senator from Wayne county), president of the Whitewater Valley Canal Company, sold it to H. C. Lord, president of the Whitewater Valley Railroad Company, for $137,348.12.

THE LAST BOAT.

The last boat that ran from Cincinnati to Brookville was the Favorite, owned and run by Captain Aaron C. Miller, at present a resident of Brookville. I have obtained the names of the following persons who are still residents of the county who helped build the canal: James Derbyshire, Jonathan Banes, William Carr, Peter D. Pelsor, Isaac K. Lee, John McKeown, Josiah McCafferty and Jacob Harvey.

In 1836 Ohio begun considering the propriety of constructing a branch from Harrison to Cincinnati and in February of 1837 decided to build it, the estimated cost being between $300,000 and $400,000. In May following the books were opened at the office of the Ohio Insurance Company, in Cincinnati, for the sale of stock in the Whitewater canal. Ohio took $150,000, Cincinnati $200,000, leaving $100,000 unsold. In February of 1838 M. T. Williams advertised in the Cincinnati Gazette for proposals for constructing culverts over Mill creek, Bold Face, Rapid run and Muddy creek, also for an aqueduct at Dry Forks and a lift and guard lock at the state line and a tunnel through the ridge that separates the Great Miami and Ohio rivers at North Bend. In April of 1838 an excursion left Cincinnati on the steamboat Mosselle for General Harrison's farm, at North Bend, to witness the ceremony of "breaking ground" for the Cincinnati branch. In 1838 it was proposed to unite the central canal with the Whitewater and three routes were surveyed. Starting at or near Muncietown the first intersected the Whitewater at Milton and was thirty-three miles in length. The second, a short distance this side of that place, was thirty-seven miles long. The third, three and a half miles below Milton, was fifty-two miles long. After a thorough examination of the country and ascertaining the amount of water that could be depended on it was deemed impracticable and the project abandoned. In January of 1839 contracts for constructing forty sections of the canal, averaging one-half mile each between Harrison and Cincinnati, were let. The locks on this portion were Miami or Cleves, Dry Fork, Green's, Godley's and Cooper's. Thus the work progressed slowly, but perhaps as rapidly as could be expected, and in 1845 the branch was completed and direct communication by the Whitewater canal between Brookville and Cincinnati was established.

The first warehouse erected on the Whitewater canal basin in Cincinnati was built by Stephen D. Coffin and Hadley D. Johnson, of this place, and the first boatload of flour shipped down the canal to Cincinnati was consigned to Mr. Johnson and he sold it in that city. The first boat completed at the Rochester (now Cedar Grove) boat yard of Messrs. T. Moore, U. Kendall, G. B. Child and S. D. Coffin was a packet called the Native, and with Stephen D. Coffin as master arrived in Brookville July 3, 1839, and the next day took a merry party of excursionists to Case's dam, three and a half miles below town, one of the excursionists being a "truant schoolboy" who in after years filled a very important place in state and national affairs, made General Grant an excellent postmaster general and is at present filling an important position in Washington city. The Native made regular trips between Brookville and Lawrenceburg, leaving the former at 6:30 a. m. Mondays, Wednesdays and Fridays, arriving at the latter place the same evening, and on the return leaving Lawrenceburg at 6:30 a. m. on Tuesdays, Thursdays and Saturdays, arriving at Brookville the same day. The fare was $1.25 and $1.50, the State receiving 37½ cents out of each fare.

With all its defects the canal greatly aided in developing and making the Whitewater valley what it is to-day, one of the prettiest and most desirable places on earth for a home. JAMES M. MILLER.

Brookville, Ind.

HUMOR OF THE DAY.

Percy's Inference.

Judge.

Gertrude—Oh, Percy, I'm afraid papa will miss me so after we are married!

Percy (shocked)—What! Is he going away?

Generous.

Life.

"Good heavens, Willie! you haven't swallowed all the pills, have you?"

"No, ma'am, I gave half of 'em to the baby."

Turn About Is Fair Play.

Philadelphia Inquirer.

Little Ethel—I wish I had a new doll.

Mamma—Your doll is as good as ever.

Little Ethel—Well, I am just as good as ever, too, but the angels gave you a new baby.

What She Did with It.

Jewelers' Weekly.

Jerry—And what did she do with the Easter bookmark you gave her?

Jack—Placed it opposite the verse in the Bible which says, "And He saw that it was not good for man to be alone."

Popularity.

New York Weekly.

Blinkers—How did such an ignoramus as Dr. De Sharpp get such a large practice among the wealthiest people?

Kinkers—Whenever a millionaire gets sick he tells him it's from overwork.

Comfort for the Monkey.

Fliegende Blatter.

"Professor, your monkey is climbing over the globe; he'll spoil it."

"Oh, no; he just turns it till he comes to the Sudan, and then he gets up and sits on it; that soothes his homesickness."

The Way Men Are.

Detroit Free Press.

Lilian—Marie, does your husband get vexed if you interrupt him when he's talking?

Marie—No; but he gets furious if I interrupt him when he's eating or sleeping.

What She Meant.

Life.

The Feminine One—Could you marry a man to save him?

The Manly One—It would depend on the man.

"Oh, of course, I meant one who was willing to risk it."

Didn't Care for Mother.

Brooklyn Life.

Mother (soothingly) — You mustn't mind what he says about his mother's cooking, my dear. All men do that.

Married Daughter (warmly) — I don't, mamma. It's the things he says about my cooking that makes me mad.

Seems More Natural.

Philadelphia Bulletin.

"They say Troppo, the concert pianist, always practices with a phonograph running opposition."

"How strange! What's his object?"

"Why, it makes him feel as if he were playing before a fashionable audience."

His View of It.

Washington Star.

"Your friend, the boss, refused to tell how he made all his money," was the slightly taunting comment.

"Well," answered the practical politician, "the investigator doesn't belong to his political party. I don't see why he should expect any tips."

What He Said.

Puck.

Artist—I'm sorry I was not in when old Milyuns called. Did he notice my allegorical painting of "Liberty?"

Servant—He did, sir.

Artist—Ah! And what did he say?

Servant—He said, "O Liberty, how many crimes are committed in thy name!"

Noisier than Necessary.

Philadelphia Record.

"These neckties," went on the salesman as he exhibited some striking samples, "need no praise; they simply speak for themselves."

"They do, eh?" remarked the stylish young man; "well, they make a mistake if they think everyone is hard of hearing."

A Little Too Previous.

Answers.

Chairman (at concert)—Ladies and gentlemen, Miss Discordant will now sing "Only Once More."

Sarcastic Critic—Thank heaven for that!

Chairman (coming forward again)—Ladies and gentlemen, instead of singing "Only Once More," Miss Discordant will sing "Forever and Ever."

Collapse of S. C.

Must Be an Anti-Expansionist.

Chicago Post.

"What does he advise?"

"He never advises anything. He merely objects."

The Truth at Last.

"How many Spaniards did you kill,"
Bob asked as he climbed upon my knee,
"When you were up there on San Juan hill?
I'll bet it's fun to fight until
You're dead tired out, and got your fill,"
Bob said to me.

He was trying so hard to keep awake,—
At ten o'clock it's an awful job
For a little chap when his eyelids ache
With the heavy sand that the sand men make.
"I'll save the story for your own sake,"
I said to Bob.

He struggled to keep the sleep away;
"Why, uncle, I'm wide awake," said he,
"You know you promised me yesterday!
Now, how many Spaniards did you slay?
I won't go to bed until you say,"
Bob said to me.

His blue eyes closed and he fell asleep,
With a sweet little sigh and a tired-out sob.
I waited until he was slumbering deep;
(I admit I was feeling a trifle cheap)
"Not a Don could I hit in the whole blamed heap!"
I said to Bob.

Indianapolis. —Louis Weslyn Jones.

OSTEOPATHY IS BEING RECOGNIZED

Dr. George, of the Indianapolis Institute, Talks of the New "Drugless Science."

NO FIGHT ON REGULARS.

Rumor that Legislative Action Against Osteopathy Will Be Asked by Regulars Not Credited.

OSTEOPATHY IN THE SPRING-TIME.

Dr. George Says that Drugs Are More than Ordinarily Injurious in the Spring—Osteopathy as a Spring Tonic.

Osteopathy is fast coming to the front in Indianapolis.

It has had its troubles with the scoffing public. Steam locomotion had them before it. Columbus had them. Hundreds of other advanced ideas are having them right now. But as America was given to civilization by a man not deterred by derision, as railroad stock is a good investment in spite of the learned men who first said that it would be utterly impossible for "steam cars" to carry passengers over the ground at a rate of over fifteen miles an hour without "causing serious mental maladies to the passengers," Osteopathy is taking its place permanently in the minds of the public as one of those products of advanced scientific thought.

At this season of the year particularly, when "that tired feeling" breaks its tethers and runs riot over the country, is Osteopathy making rapid advancement in Indianapolis. The early spring is the time that people get sick. Some physician has called the spring "the cradle of chronic disease." It's a good name. After the winter, with its increased consumption of fats and heavy food, unless one has a perfect digestion (they get scarcer in America every year) the spring comes with its warm days and incubates disease germs from the refuse in the organs and blood of the body. It is the particular applicability of the Osteopath's argument to the disorders thus created that is making the Indianapolis people investigate osteopathy with assiduity these days, and it is what is just now crowding this city's osteopathic headquarters—the institute of Dr. Walter George, on the sixth floor of the Stevenson building. A reporter visited the place and found the institute very busy, and a large number of patients waiting to be treated. The president, Dr. Walter George, gave the reporter a few moments of his time, however, for, as he said, "the newspapers were always fair to him and he realized that the rapidity with which the public investigated osteopathy depended greatly on the attitude taken to it by the responsible press."

The newspaper man asked if it were true, as had been rumored, that the "regular profession" meant to go before the next session of the Legislature and ask for a bill prohibiting the practice of osteopathy in the State of Indiana unless the operator were a graduate of a regular medical school.

"I had not heard of it," said the doctor. "It may be true. But it will not worry us for I am a regularly graduated physician. There is no more reason why they should pass such a measure than that they should pass a law preventing homoeopaths from practicing unless they graduate from an allopathic school. Of course, an osteopath must be a graduate of an osteopathic school before he is fitted to practice, and no one wants to think for a moment that he does not have to learn as much in his particular line as the regular. We use no drugs, consequently we have to take no materia medica, and the course is consequently a little shortened.

"The public must not misunderstand," continued the doctor; "we are not fighting the regulars, and I do not believe that they are fighting us. Some regular physicians send us patients, and when you come down to a fine point, the regulars are getting closer to our methods every day. It has not been very many years since regulars gave immense doses of calomel and like strong drugs for troubles for which they now prescribe the same drug in quantities of one-twentieth the amount. That is the result of the 'suggestion' theory, or rather 'practice.' Students found that small quantities of the same drug would act as a 'suggestion' to the system, start Nature on a certain course in which she would continue and work the cure herself. Now, we just go a little further—that's all. We give no drug, but instead start Nature by reaching and manipulating out of their passiveness the organs whose proper action is necessary to a cure. We claim our methods bear the same relation to the methods of the regulars as electricity bears to steam. It is simply higher science.

"And the people are getting to recognize it, too," he said; "we have some of the best people in Indianapolis—thinking men—as our patients. We are now treating one of the city's strongest and most prominent financial men. He came to see us the first time with little faith, but as ours is not a 'faith cure,'" said the doctor with a smile, "we are curing him without faith, and he is so well pleased that he has sent us a half dozen patients. We make a specialty of all kinds of chronic diseases, but at this season of the year we get a great many patients who simply take the treatment to free their systems of the disorders that manifest themselves more particularly in the spring. We will not take a patient unless we are sure that we can cure him or greatly help him. Our treatment is uniform in price, depending upon the number of treatments needed. We have never given a course of treatment yet, to my knowledge, that has not perfectly satisfied the patient. The only thing we ask of the public for osteopathy is investigation. We court it, and whether people come here to praise or as skeptics, they are always welcome.

"Many have come to scoff to remain to pray," he said in conclusion, "and we invite them to come, investigate fairly, and if they go away and scoff at osteopathy, they will be unlike any we have yet seen."

DENTIST Dr. A. E. BUCHANAN 32-33 When Building.

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The Last Week of the April Sale!

Astonishing Prices In Dress Goods

Irresistible inducements to help clear our shelves of seasonable fabrics.

38-INCH BLACK BROCADED JACQUARD SUITINGS, large and small figures, a yard 12½c
46-INCH GERMAN HENRIETTAS, a fine all-wool fabric, double warp, silk finish, blue and jet black, at, per yard 49c
46-INCH BLACK BRILLIANTINES, shines like silk and wears better, a 65c grade, at 49c
50-INCH BLACK COATING SERGES AND ENGLISH CHEVIOTS, sale price, a yard 55c

Special Sale of Black Crepon
Skirt Pattern Lengths.

CREPONS, all the newest striped and blistered effects, fine Mohair finish at, per pattern,
$6.50, $3.89, $2.98 and $2.75

The Star Store
360 TO 370 WEST WASHINGTON ST.
Three Squares West of Illinois Street.

On Monday's Bargain Counter
500 yards of China Silks in Tans, Grays and Browns. 400 yards of changeable brocaded Silks in all the new colorings. 300 yards of new fancy plaid Silks. Here are 19c, 29c and 39c Silks for
12½c a yard.

At Regular Counter These at 29c a yard

BLACK SILKS, double warp Surahs, 50c kinds, reduced to 29c
27-INCH BLACK SATIN DUCHESS, extra good quality, silk back, a yard 75c

Four Specials in Waist Pattern Lengths

LOT 1—15 pieces of fancy stripe and check Wash Silks (all silk), waist pattern $1.15
LOT 2—10 pieces corded stripe Taffeta Silks, all new colors, waist pattern $1.89
LOT 3—15 pieces of plain Taffeta Silks, extra quality, very best colors, waist pattern $2.89
LOT 4—5 pieces of corded striped Taffetas, worth $1.25 a yard, salmon, Hussar, blue and other popular shades; waist pattern $3.49

The Matting Sale
We have handled and sold more Mattings this season than ever before in the history of our business. Note prices.

CHINA MATTINGS, extra heavy quality, new figures and colors, a yard, 15c, 12½c and 10c
JAPANESE MATTINGS, fine cotton warp, reversible, new inlaid figures, at, a yard, 35c, 25c and 20c
JUTE RUGS, 30x66, extra values, at only 59c
ROPE PORTIERES, for double or single doors, all colors, a pair, $3.50, $2.50 and $1.98
NOTTINGHAM LACE CURTAINS, 56 to 60 inches wide, 3½ yards long, overlocked edges, newest designs, two specials at, a pair $1.50 and $1.00
OPAQUE WINDOW SHADES, another lot of manufacturers' samples, with fixtures complete, only 19c

The Wash Goods Section
Dimities at 15c a yard
At this price we are showing the largest assortment and best variety of patterns shown anywhere. A very fine quality and all the latest stripes in the newest colors. If you cannot come, write for sample. Price, per yard 15c
36-INCH PERCALES, new styles and colors, at, a yard 7½c

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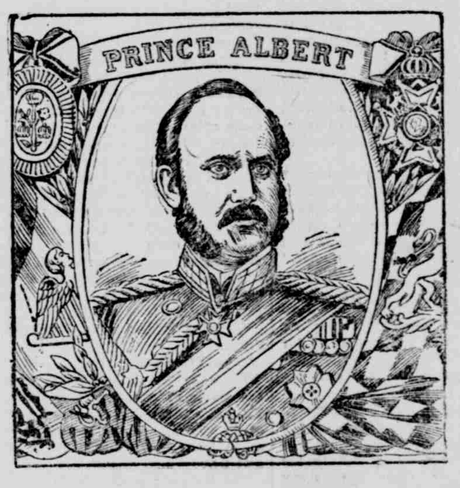

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Monday Eve., May 1.
—The greatest of living Singers—
MME. MARCELLA SEMBRICH,
Assisted by the popular Baritone,
SIGNOR GIUSEPPE CAMPANARI
And others, and the BOSTON FESTIVAL ORCHESTRA—fifty musicians.
PRICES—Lower Floor, $2; Balcony, $1.50; Gallery, $1. Seats ready Thursday, April 27.

PARK—To-Morrow 2 p. m. 8 p. m.
The Famous Original Irish Comedians,
MURRAY & MACK
In their Popular Farce-Comedy,
"FINNEGAN'S BALL"
New Specialties! New Music! Fine Cast!
NOTHING BUT FUN!
10c, 20c, 30c. Everybody goes to the Park.

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...TO-DAY...
INDIANAPOLIS vs. INDIANAPOLIS RESERVES
Play called at 3:00.

INDIANAPOLIS One Day Only May 5 At 2 and 8 Rain or Shine
GREATER THAN EVER.

AND CONGRESS OF ROUGH RIDERS OF THE WORLD.
Many New Features Introducing:
THE BATTLE of SAN JUAN HILL
Arabian Athletes.
Mexican Lasso Kings.
Gaucho Bolas Throwers.
Filipino Warriors.
Queen's Lancers.
German Cavalry.
Cowboy Sports.
Hawaiian Dancers.
United States Artillery.
Roosevelt's Own Rough Riders.
Cowboy Band.
United States Cavalry.
Grand Street Parade and view of the Rough Riders Friday, May 5, at 9:30.
Admission, 50c; children under 9 years, 25c. Reserved numbered seats may be secured on day of exhibition at Huder's Drug Store, Washington and Pennsylvania streets.

GRAND--Closing Week
FAREWELL PERFORMANCES
—OF—
THE GRAND STOCK COMPANY
To-morrow, Tuesday and Wednesday Evenings and Wednesday Matinee, H. C. De Mille's Great Production, "The Lost Paradise"
Thursday, Friday and Saturday Evenings and Saturday Matinee, Haddon Chambers's Powerful Play, 'THE IDLER'
GROUP PICTURES of the STOCK COMPANY (14 people) to all ladies to-morrow night.
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