JOURNAL'S BUSINESS DIRECTORY.

AGENT INDIANAPOLIS JOURNAL—Wm. L. Rice, 2206 West Michigan street. Telephones: Old, 2879; new, 2152. Territory west of White river.

COAL—
COAL—Coburn Coal Co., East 22d st. Anthracite, coke, hard and soft coal. 'Phone 2445.

FLORISTS—
BERTERMANN FLORAL COMPANY, New No. 241 Mass. ave., 225 N. Del. st. Tel. 910.

MANTELS AND GRATES—
P. M. PURSELL (Mantels, Furnaces), 231 Mass. ave.

PATENT LAWYERS—
V. H. LOCKWOOD, 415-418 Lemcke building.

SALE AND LIVERY STABLES—
HORACE WOOD (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1097.

SHOW CASES—
WILLIAM WEIGEL, 243 South Meridian Street.

UNDERTAKERS—
FRANK BLANCHARD, 59 N. Delaware st. Tel. 411. Lady Attendant.

WALL PAPERS—
H. C. STEVENS, New Style Wall Paper, Low prices, 930 N. Senate ave. Tel. 2 on 2552.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN—(Licensed embalmers.) Can ship diphtheria and scarlet fever. Lady embalmer for ladies and children. 320 North Illinois st. Telephone 641, new and old.

Old 239. C. E. KREGELO. New 239.
FUNERAL DIRECTOR,
223 N. Delaware St.
Residence 128 E. Vermont St. (Colonial Flats.) New Phone, 1749.

DIED.

KELLEY—Mrs. Catherine Kelley, mother of the late P. J. Kelley, at the family residence, 539 Buchanan street, Wednesday, Oct. 3, 1900, at 6:40 p. m. Funeral, Saturday morning, Oct. 6, with services at St. Patrick's Church, at 9 o'clock.

FINANCIAL.

LOANS—Money on mortgages. C. F. SAYLES, 127 East Market street.

LOANS—On city property; 5½ per cent.; no commission; money ready. C. N. WILLIAMS & CO., 319 Lemcke building.

MONEY—To loan on Indiana farms; lowest market rate; privilege for payment before due; we also buy municipal bonds. THOS. C. DAY & CO., Rooms, 805-812 Law building, Indianapolis.

FINANCIAL—Loans made to honest salaried people, holding permanent positions with responsible concerns, on their own names. Easiest terms. Get others' rates, then see us. Strictly confidential. SECURITY MORTGAGE LOAN CO., 207 Indiana Trust building.

STORAGE.

STORAGE—The Union Transfer and Storage Company, corner East Ohio street and Belt line tracks; only first-class storage solicited. CRATING AND PACKING OF HOUSEHOLD GOODS A SPECIALTY.

FOR RENT—ROOMS.

FOR RENT—Rooms for rent, $1 a week and upwards. Lodging, 25 cents. Meals, 15 cents. 330 West Maryland street.

FOR RENT—Room with modern conveniences and board. A good home table. Both for $25 per month. Ten squares from Circle. Best of references. Address R 25, care Journal.

FOR SALE.

FOR SALE—No. 1 iron tank; capacity 400 gallons; in good condition; will sell cheap. Inquire at Chalfant, Pennsylvania and Michigan, of W. L. LARUE.

FOR SALE—Payable after received—Three months' trial free: $11.25 for a high-grade, 5-drawer, drop head cabinet sewing machine; $11.90 for a regular $40 bicycle; $98.50 for a $300 piano; $29.75 for a $75 parlor organ; $15.50 for a 5-piece overstuffed velour $40 parlor suite. All new, high-grade, standard goods. For full particulars state articles interested in and we will mail you a special catalogue. SEARS, ROEBUCK & CO., Chicago.

WANTED—AGENTS.

WANTED—Solicitors for "Galveston: The Horrors of a Stricken City," by Murat Halstead; 600 pages; biggest book; best terms; demand enormous. Solicitors clearing $5 to $20 daily. Outfits free. STANDARD PUB. HOUSE, 322 Dearborn street, Chicago.

WANTED—MALE HELP.

WANTED—Millwrights wanted to erect 400-barrel mill. Work just commencing. Will pay 30 cents an hour and board to competent men. Apply at once, CAIRO MILLING COMPANY, Cairo, Ill.

WANTED—FEMALE HELP.

WANTED—25 girls, at once. The VAIL SEED CO., 150 North Delaware street.

WANTED—MISCELLANEOUS.

WANTED—Dental work free at Central College of Dentistry, southwest corner of Ohio and Illinois streets. No charge, except for cost of material.

AUCTION SALE.

AUCTION SALE—To Dealers and Consumers—Ohio Wine and Liquor Company will offer at auction $50,000 worth of imported wines, liquors, etc., at auction, in cases, kegs and barrels. Sale to commence Wednesday, Sept. 19, at 10 a. m. and 2 p. m., and to continue until all or most of stock is sold. This is the largest sale of its kind ever offered at auction. OHIO WINE AND LIQUOR COMPANY, 206 South Illinois street, near Union Railroad Station.

LEGAL ADVERTISEMENTS.

Indiana, Decatur & Western Railway Co.—Office of the Secretary, Indianapolis, Ind., Sept. 18, 1900.

Notice is hereby given that the annual meeting of the stockholders of the Indiana, Decatur & Western Railway Company will be held at the office of the company in Indianapolis, Ind., on Wednesday, October 10, 1900, at 1 o'clock p. m., for the election of three directors and the transaction of such other business as may properly come before the meeting.

GEORGE R. BALCH, Secretary.

PUBLIC SALE—Notice is hereby given that, pursuant to the order of the District Court of the United States for the District of Indiana, this day made in the matter of Daniel Rost, bankrupt, No. 682 in Bankruptcy, I will offer at public sale on Friday, the 26th day of October, 1900, at ten o'clock in the forenoon, on the premises at No. 242½ East Michigan street in the City of Indianapolis, Indiana, the undivided two-thirds (2-3) of lots numbered forty-one (41), forty-two (42) and forty-three (43) in A. M. Ogle et al's East Park addition to the City of Indianapolis, Marion county, Indiana. Said sale to be for cash and subject to all liens, including liens of certain mortgages, taxes and municipal assessments described in said order. Such sale to be subject to the approval of the court. For further particulars inquire of the undersigned at No. 1101 Law Building, Indianapolis, Indiana. Dated this September 25, 1900.

JAMES A. COLLINS,
Trustee in Bankruptcy.

PUBLIC SALE—Notice is hereby given that, pursuant to the order of the District Court of the United States, for the District of Indiana, this day made in the matter of Morris D. Kaufman, bankrupt, No. 669 in bankruptcy, I will offer at public sale, on Saturday, the 27th day of October, 1900, at 10 o'clock in the forenoon, at the south door of the Marion County Courthouse, in the city of Indianapolis, Indiana, the undivided two-thirds (2-3) of lots numbered fifty-nine (59), sixty (60), sixty-eight (68) and ninety-six (96), in Floral Park addition to the city of Indianapolis, Marion county, Indiana, said sale or sales to be for cash, and subject to the liens for taxes and other liens, if any there be, and subject to the approval of the court. For particulars inquire of the undersigned at No. 133-140 Commercial Club building, Indianapolis, Indiana.

Dated this September 28, 1900.

CLARENCE E. WEIR, Trustee.
Morris & Newberger, Attorneys.

SEALED PROPOSALS.

NOTICE TO ROAD CONTRACTORS.

The Board of Commissioners of Hendricks county, Indiana, will receive bids at the auditor's office of said county until 2 o'clock p. m. on Friday, the 5th day of October, 1900, for the construction of the following named roads in Marion township, said county and State:

Road No. One (1), known as the "Henry Kurtz Free Gravel Road;"

Road No. Two (2), known as the "Henry Vickery Free Gravel Road;"

Road No. Four (4), known as the "New Winchester South Free Gravel Road."

Also, for the construction of the road on the line between Marion and Clay townships, in said county and State, and known as the "Marion and Clay township Free Gravel Road."

Also, for the construction of the following roads in Clay township, said county and State:

Road No. One (1), known as the "Coatesville and Amo Free Gravel Road;"

Road No. Two (2), and known as the "Reno and Coatesville Free Gravel Road;"

Road No. Three (3), and known as the "Springtown Free Gravel Road."

All of said roads to be constructed according to the profiles and specifications on file in the office of the auditor of said county.

Bids are invited on each road separately, and also on all the roads ordered to be constructed in each of said townships. The right is reserved to reject any and all bids.

A. T. DOOLEY,
J. W. WHYTE,
J. A. WININGS,
Commissioners.

Attest: CHAS. M. CAVINESS,
Auditor Hendricks County, Indiana.

Miller & Easley, Attorneys.

Proposals for Corn Brooms—St. Louis, Mo., Oct. 1, 1900.—Sealed proposals, in triplicate, will be received here until 11 o'clock a. m., Saturday, Oct. 13, 1900, for furnishing fifteen thousand (15,000) Corn Brooms, at St. Louis, Mo. United States reserves right to accept or reject any or all proposals, or any part thereof. Information and specifications furnished on application. Envelopes containing proposals to be marked, "Proposals for Corn Brooms," addressed to Lieut. Col. D. D. Wheeler, Depot Quartermaster.

CONTROL OF THE BIG FOUR

RECENT PURCHASES GIVE VANDERBILTS MAJORITY OF STOCK.

No Material Falling Off in Earnings Anticipated by Traffic Officials—A Heavy Grain Movement.

The financial editor of one of the financial papers says: "It seems to be quite generally conceded that the Big Four will soon be merged with the Vanderbilt system. The road has been managed in entire harmony with the Vanderbilt roads for a long time, although it has been claimed that the Vanderbilt interest did not constitute a majority of the stock until the past week or so. The natural affiliations of Big Four are with New York Central. It is rumored that the present stocks of the Big Four will be exchanged for N. Y. C. collateral bonds, as were Lake Shore and Michigan Central stocks. If 3 per cent. bonds are issued, as is rumored, Big Four preferred will probably receive 66 2-3 per cent. and the common from 125 to 135 per cent. in bonds. The common received only 3 per cent. dividends from the earnings of the past fiscal year, but considerably more is being earned upon that issue. The balance to the credit of the common stock during the past year was $1,773,982, or 6.3 per cent. on the common. From the surplus of $334,143 which remained after payment of 3 per cent. on the common, the directors appropriated $840,942 for payment of car trusts not wholly matured and for other standing claims. While the Big Four has long been regarded as a Vanderbilt road, there was a period when it ceased to be such, though continuing to receive that designation. When the Beeline was absorbed the Vanderbilts undoubtedly had the upper hand, but it was discovered later on that this control was not considered absolutely essential to their best interests. Later developments indicated a change of opinion, as brokers known to have done buying for the Vanderbilt contingent were discovered picking up the stock, and it was conceded by those in touch with the "family" that the Vanderbilts had decided that changed conditions rendered it important and necessary that they should regain their former position in the affairs of the company.

Increased Freight Rates.

A general advance in rates on all classes of freight is to be made by the railroads operating between Chicago and the Atlantic seaboard. At a meeting of the executive officers of the lines in the Central Freight Association, which covers the territory between the Mississippi river and Pittsburg and Buffalo, in Chicago, yesterday, it was agreed that a systematic advance should be started by increasing the charges on grain. By the agreement entered into the rate on domestic grain between the Mississippi river and New York will be advanced from 17½ to 20½ cents per hundred pounds, and the export tariff will go up from 15½ to 18½ cents. Between Chicago and New York the domestic rate will be increased from 15 to 17½ cents, and the export from 12½ to 16 cents. The increase will become effective Nov. 1. It was also agreed that committees representing the roads in the Central Freight Association and those in the Trunk-line Association should meet in New York, Oct. 16, for the purpose of compiling and issuing a new classification for all classes of freight, to go into effect Jan. 1. By changing the classification increases in rates will be effected.

Re-Elect Old Officers.

The directors of the Chicago, Indianapolis & Louisville Railroad Company (the Monon) who were elected at the recent meeting of shareholders, met in the company's offices, New York, yesterday, for the purpose of organizing. William H. McDoel was re-elected president and general manager; Anthony J. Thomas, vice president; W. H. Lewis, treasurer and assistant secretary, and J. A. Hilton, secretary and assistant treasurer. The new executive committee is as follows:

Samuel Thomas, R. M. Gallaway, William H. McDoel, Charles Steele and Temple Bowdoin.

The directors authorized the management to purchase at its convenience 5,000 tons of steel rails. No price was mentioned.

Annual Report of the E. & T. H.

The Evansville & Terre Haute's annual report shows: Gross earnings $1,732,907, increase $140,781; operating expenses $1,004,039, increase $56,681; total income $781,769, increase $46,374; surplus $196,632, increase $45,555; profit and loss surplus $1,189,873, decrease $116,765. The revenue freight handled is an increase of 215,347 tons over last year, while the rate per ton per mile shows a downward tendency, being 8.68 mills, as against 8.77 mills in 1899. The more efficient train service has increased the earnings per freight train from 246 to 265 tons. The total number of passengers carried was 342,379, as compared with 333,052 in the year previous. Average receipts per passenger train mile, $1.09; last year, $1.03.

L. & N. Annual Report.

The annual report of the Louisville & Nashville Railroad for June 30, the end of the fiscal year, was issued at New York yesterday afternoon. It shows much the highest net and gross earnings ever reported by the company, the increase in gross revenue being $3,982,093; expenses increased $2,872,818, and net $1,111,079. The increase in expenses is accounted for by an increase of $1,353,800 in conducting transportation, $834,000 in maintenance of way and $822,600 in equipment cost; general expenses decreased $138,700. The surplus was $3,619,235, out of which 4 per cent. dividends were paid, leaving a balance of $1,507,235.

Heavy Grain Shipments.

As the close of navigation approaches the shipments of grain by water increase. Last week nearly twelve million bushels of grain were shipped by lake and rail, compared with considerably less than four million bushels two weeks ago. This condition will doubtless prevail the next two weeks. By Nov. 1 the all-rail lines will again begin to get the bulk of the grain-moving, and as the heavy traffic in cereals does not reach its height until about that time the all-rail lines would profit handsomely were rates advanced.

Personal, Local and General Notes.

The Pennsylvania on Oct. 1 put on a line of Pullman cars between New York and Charleston, S. C.

T. J. Kinnen has been appointed agent of the Panhandle at Grayford, vice A. P. Hamrick, resigned.

It is stated that G. W. Z. Quackenbush, now agent of the Chicago & Alton at Alton, is to be tranferred to Joliet.

G. W. Bryant has been appointed agent of the Vandalia at Kemp, Ill., on the Peoria division, vice L. R. Vermillion, resigned.

All the railroads are sending out complimentary passes for the general passenger and ticket agents who will hold their convention in Buffalo on Oct. 16.

President Fish, of the Illinois Central, and others interested in the property, are putting in the second week in inspecting the lines, yesterday being in St. Louis.

The Wabash has opened a gravel pit near Peru, from which in the next two months 125 carloads of gravel will be taken and distributed along the line daily for ballast.

C. E. Schaff, general manager, and George Kittredge, chief engineer of the Big Four lines, were in the city yesterday, returning from a trip over the St. Louis division.

The freight-carrying capacity of the Panhandle division of the Pennsylvania has been greatly increased by the double tracking of the division between Pittsburg and Columbus.

Freight officials Vallery, of the Chicago Burlington & Quincy, Hutchinson, of the Chicago & Northwestern, and White, of the Canadian Pacific, are in the city on a business trip.

W. H. Cross, of the Allegheny shops of the Pennsylvania Company, has been appointed master mechanic of the Lake Shore at the shops in Laporte, Ind., to succeed J. O. Graydon, resigned.

Henry L. Bley has been appointed general yardmaster of the Pennsylvania lines at Fort Wayne, vice H. F. Brill, resigned. Mr. Bley has been with the company twelve years, and comes from a family of railroad men.

Charles Williams has taken charge as commercial agent for the Wabash in Pittsburg territory, with headquarters in Cleveland. Mr. Williams has had a long term of experience as a traffic man of the Wabash.

W. A. Garrett, who left the Wabash a year ago to go with the Philadelphia & Reading, has received a merited promotion, having been advanced to the position of superintendent of the New York division of that road.

M. Sheehan, train master of the Chicago & Alton's Mexico-Kansas City and the Mexico City division, has been transferred to the Mexico-Bloomington division, and is succeeded on the former division by S. J. McEwen, of Buffalo, N. Y.

Official announcement is made that the Illionis Central on Sunday next will begin its through double daily service between Chicago and Hot Springs. The service will also be put in operation from Cincinnati, Louisville and New Orleans.

The excursion from Indianapolis to St. Louis on Saturday night, over the Indiana, Decatur & Western and the Toledo, St. Louis & Western, gives promise of being well patronized. It is questionable if one section of a train will carry the excursionists.

S. P. Bush, who, eighteen months ago, resigned as superintendent of motive power of the Pennsylvania lines west, to accept a similar position on the Chicago, Milwaukee & St. Paul, is spending a few days with friends at different points on the Panhandle.

Harry Bowser, representing the passenger department of the Missouri, Kansas & Texas, is in the city. He states that the road is carrying hundreds of brick layers, carpenters and other classes of mechanics to Galveston and other points on the coast where the great storm did damage.

George Gunnip, general agent of the passenger department of the Santa Fe lines, is in the city. He states that on Oct. 7 the Santa Fe will begin running a limited train to the Pacific coast. This will be the first train on a winter schedule that has run over this line between Chicago and San Francisco.

Poor's Manual of Railroads, which is now in the hands of the printer, shows the mileage of the United States to be 186,590 miles, gross earnings for the year, $1,336,096,276; operating expenses, $888,355,365; net earnings, $447,741,014; other income, $66,138,429; total revenue, $513,879,443; all charges, $410,862,339; surplus, $103,017,104.

It is stated that in the coming year the Pennsylvania Company intends to do a large amount of new work on its Western lines if the business continues good. Among other things a large portion of the Panhandle, of the Pittsburg, Fort Wayne and Chicago, will be double tracked. At least 150,000 tons of rails will be purchased.

A special train of six cars made the run yesterday over the Big Four, Terre Haute to Indianapolis, making three stops, in one hour and forty-five minutes; distance, seventy-three miles; and another special train from Chicago, of seven cars, was hauled from that city to the Union Station in four hours and forty-five minutes, stops to take water to be deducted.

Expert mechanical engineers and master mechanics who have seen the specifications on which the Big Four's new six driving-wheel passenger engines are built predict that they will be a surprise in power and speed. Three of them will run between St. Louis and Indianapolis, and the other three between Indianapolis and Cleveland, being so constructed that long runs will be practicable.

It develops that the Moline & Peoria Railway, incorporated in Springfield on Monday last, is but another name for the Davenport, Rock Island & Northwestern, a road that now operates from Clinton, Ia., to Davenport, across the river to Rock Island and up to Moline. The latter company at a recent meeting in Chicago decided to extend a line from East Moline to Peoria to Galesburg. To enable an extension a new company was formed under the name of the Moline & Peoria.

A railway official who studies annual reports closely said that he was struck with the exhibit of the Monon passenger earnings for the year ending June, 30, they reaching $981,583.01, against $869,263.20 the preceding year, an increase in the last year of $112,329.81, which, he thought, showed that the passenger department of the Monon was alert for business. The increase is the more creditable from the fact that the Pennsylvania and the Big Four lines, their chief competitors, pushed business the last year with an energy never before manifested. Especially was this the case with the Pennsylvania lines between Louisville and Chicago.

The directors of the Lake Shore have decided to establish a pension system similar to the one now in force on certain lines of the Pennsylvania system. The rules will permit of an employe retiring at the age of sixty-five years on a pension amounting yearly to 1 per cent. of his average yearly salary during the last ten years of his service multiplied by 30, provided he has been in the service of the company for thirty years continuously. At the age of seventy years his retirement will be required, and the pension will be paid if his continuous service shall have amounted to thirty years. It is understood that the Lake Shore people will follow the policy of the Pennsylvania of not employing anyone in any capacity who is past the age of forty-five years.

TIN-PLATE SCALE SIGNED.

Rate Practically the Same, but Some Slight Advances Granted.

NEW YORK, Oct. 3.—The American Tinplate Company and the Tin Workers' Union reached an agreement to-day on wages for the ensuing year. The rate paid will be practically the same as last year, with the exception of the catchers on all the pots, and tinners and catchers on all Thomas White pots will be given a slight advance on the roll trimming machines and eight-roll standard pots.

It was intimated after the conference adjourned to-day that the principal subject which was under discussion for some time past concerned the advancement of the nonunion workers. Nothing in reference to it would be given out but the fact that a compromise had been satisfactorily arrived at.

National Spinners' Union.

BOSTON, Oct. 3.—The second day of the annual convention of the National Spinners' Union was opened with President Michael Duggan, of Lowell, in the chair. The matter of joining the Federation of Textile Workers of America was discussed, and the delegates expressed themselves in favor of amalgamating, but they felt that they had not as yet received sufficient information relative to the purpose of the federation.

Tin-Plate Mill Resumes.

YOUNGSTOWN, O., Oct. 3.—The Lisbon plant of the American Tin-plate Company resumed operations in the hot department to-day, giving employment to 300 hands. The finishing department, which employs 200 hands, is in readiness to start, and will resume as soon as the signing of the scale is announced.

Puddlers Accept a Reduction.

NORRISTOWN, Pa., Oct. 3.—The puddlers of the Norristown rolling mills held a meeting to-day and decided to accept a cut of $1 a ton in wages. Instead of receiving $4.40 a ton, they will now receive $3.40. Fires were lighted this afternoon, after an idleness of six months.

Plumbers on Strike.

PITTSBURG, Oct. 3.—Fifteen hundred journeymen plumbers struck to-day for uniform wages and a revision of the rules governing the trade. All the shops owned by the Master Plumbers' Association are affected.

Earthquake in Teneriffee.

WASHINGTON, Oct. 3.—The State Department has received a report from the United States consul at Teneriffe, one of the Canary group, saying that a severe earthquake was felt on that island on Sept. 3, which lasted seven seconds, but that no material damage was done. There have been several slight shocks felt there before.

"GARLAND" STOVES AND RANGES
Awarded highest prize Paris exposition 1900.

BIG CARD AT LEXINGTON

KENTUCKY TROTS FURNISHED GOOD SPORT TO GREAT CROWDS.

Third Win for Walnut Hall Farm—Good Day's Running at Morris Park—Other Racing Events.

LEXINGTON, Ky., Oct. 3.—An interesting card drew a large crowd to the second day's races held under the auspices of the Kentucky Trotting Horse Breeders' Association. The weather was exceptionally fine, and the track fast. The Futurity, for two-year-olds, purse $5,000, was won by L. V. Harkness's Walnut Hall. This was the third race in five won by horses from the Walnut Hall stock farm, the purses aggregating $22,000. Priola, in the Futurity, was a strong favorite, and was played heavily at $25 to $15, but he made several breaks in the first two heats and was distanced in the third. In the 2:12 pace, Gam Boy won in straight heats, Ione being picked as the favorite at odds of 2 to 10.

Arch W. was a big favorite in the 2:12 trot, but was not in the racing in any heat. The first two heats went to Lamp Girl, in fast time. In the third heat the New York mare, George Anna, beat Lamp Girl at the wire. The next heat was easy for George Anna. In the last heat it took the New Yorker all she could do to stave off the rush of Onward Silver, driven by Ed Geers. At the conclusion of the race, the judges fined Noble, George Anna's driver, $500, for laying up the first two heats. Summaries:

The Futurity, two-year-olds; purse, $5,000:

Walnut Hall, br. c., by Conductor (Binyon)	6	1	1
Mary P. Leyburn, ch. f. (Clem Beachy)	1	2	2
Jay McGregor, b. c. (W. T. Spears)	2	3	3
Jack Roche, br. c. (J. Y. Gatcomb)			
Grace Arlington, ch. f. (W. M. Owens)	3	ds	
Priola, b. f. (Joseph Rea)	5	5ds	

Time—2:21, 2:20¼, 2:20¾.

2:12 Pace; purse, $1,000:

Gam Boy, br. h., by Gambrel, (R. D. Berry)	1	1	1
Balmy L., br. m. (R. Carnahan)	3	2	2
Vesper, ro. m. (L. C. Neil)	2	3	6
Ione, br. m. (Barnes)	5	4	3
Rex, blk. m. (W. R. Stubbs)	4	6	7
Lord Simrall, ch. h (A. S. Thompson)	6	10	5
Scapegoat, b. g. (George West)	8	7	8
Sapphire, gr. m. (W. Foster)	7	8	10
Fred M., b. h. (C. A. Gosnell)	9	9	9
Wilkie Redbuck, ch. g. (W. L. Snow)	11	5	4
Ituna, b. m. (J. A. Carpenter)	10	11	11

Time—2:08½, 2:08¾, 2:08¼.

2:12 Trot; purse, $1,500:

George Anna, br. m., by Messenger Wilkes, (Fred Noble)	10	11	1	1	1
Lamp Girl, b. m. (R. D. Berry)	1	1	2	2	10
Edwin B., br. g. (Vanmeter)	2	2	10	9	5
Onward Silver, ch. h. (Geers)	12	10	7	4	2
Chain Shot, br. g. (West)	3	3	4	11	7
May Olcott, b.m. (Niles)	4	4	3	13	6
Iris O., b. m. (McCall)	8	6	8	3	3
Maggie Anderson, b. m. (Dillinger)	5	5	5	5	4
Aggie Medium, b. m. (Carnathan)	6	7	11	7	12
Red June, b. m. (Stark)	9	9	6	8	8
Senator K., blk. g. (King)	7	8	9	10	13
Arch W., ch. g. (Nuckols)	11	13	13	6	9
Major Greer, ch. h. (McCoy)	14	12	12	12	11
Philorides, br. h. (Milan)	13	ds.			

Time—2:09, 2:10½, 2:09½, 2:10¼, 2:11.

Marion Driving Races.

Special to the Indianapolis Journal.

MARION, Ind., Oct. 3.—This afternoon's races at the fall meeting of the Marion Driving Association were attended by over three thousand persons, and much enthusiasm was shown. Bonnie, in the first heat of the 2:09 pace broke the State record on a half-mile track, making the trip in 2:11½. The 2:22 pace and 2:27 trot, postponed yesterday, were completed today. Ontonian Maid won the first and Lord Fernland won the trot. Summary:

2:22 Trot; purse, $300: Superba, owned by G. M. Lee, Allegheny City, won; Mary C., C. E. Kinder, Greenfield, second; Dawn S., Weaver & Son, Marion, third. Best time, 2:20¼.

2:09 Pace; purse, $500: Ruby Mack, owned by J. Donahue, Logansport, won; Bonnie, G. M. Lee, second; Billie Mack, Frank Craft, Hartford City, third; Flossie Delany, W. R. Ballenger, Indianapolis, fourth. Best time, 2:11½.

Three-quarter mile run and repeat; purse, $100: Forbearance first, Frank B. second, Stella third. Best time, 1:17¼.

Patchen Defeated Coney.

ST. LOUIS, Oct. 3.—Twenty thousand spectators attended the races at the fair grounds to-day, drawn thither, principally, to witness the $2,500 pacing match between Joe Patchen and Coney, two of the fastest pacers on the Western circuit. The two famous pacers were vociferously applauded when they appeared on the track, driven by the renowned riders, John Dickerson and Myron McHenry. After five false breaks the pacers were sent away in the first heat by Starter McElroy. Patchen took the lead at the stable turn and led by a length to the half-mile post; then Coney forged to the front and led to the betting ring, when Patchen came on and won easily by a length. The time, 2:05, brought forth continued cheers from the crowd. The second heat was practically a summary of the first.

Special Pace, 2 in 3; purse, $2,500:

Patchen (Dickerson)	1	1
Coney (McHenry)	2	2

Time—2:05, 2:04¾.

THE RUNNING RACES.

Threatening Weather Kept Attendance Down at Morris Park.

NEW YORK, Oct. 3.—The threatening weather early in the day limited the attendance to the "regulars" at Morris Park to-day. Well-backed horses won the various events, although only two actual first choices were first to the wire. The sport began with the autumn hurdle handicap at two miles. Klondyke, the favorite, trailed behind his field for a mile, but then gradually improved his position and coming away at the head of the stretch, won easily by six lengths. Ben Eder, was second, the same distance before The Burlington Route. The other stake feature was the Hurricane for two-year-olds, with selling conditions. Templeton won by a short head after a hard drive all through the last sixteenth, with the favorite, Basuto. Sweet Tooth was third, three lengths away. The "talent" won down hard in the fourth and sixth races. Summaries:

Autumn hurdle, two miles: Klondyke, 9 to 5 and 7 to 10, won; Ben Eder second, The Burlington Route third. Time, 3:44.

Five furlongs: Lady Uncas, 4 to 1 and 8 to 5, won; His Royal Highness second, Gold Lace third. Time, :58.

Hurricane stakes, five furlongs: Templeton, 5 to 1 and 2 to 1, won; Basuto second, Sweet Tooth third. Time, :59.

Six and one-half furlongs: *Rolling Boer, 20 to 1 and 5 to 1, won; Servilia second, Gold Heels third. Time, 1:21.

Mile: Templar, 2 to 1 and 4 to 5, won; The Black Scot second, Fatalist third. Time, 1:43.

Mile: Godfrey, 10 to 1 and 3 to 1, won; Bolando second, Brisk third. Time, 1:41.

*Disqualified for fouling Criterion. Placing was, Servilia, Gold Heels and Driscoll.

American Jockeys in England.

LONDON, Oct. 3.—At the Leicester October meeting to-day "Johnnie" Reiff, the American jockey, rode the winning horse in the three following races: The Gopsall plate (handicap), mile and a half, on Anxious Moment; the Auction Nursery handicap, five furlongs, on R. McCreery's Betty Badge, and the Camp Selling handicap, six furlongs, on Eugenie. "Danny" Maher had the mount on Garter Knight, which finished first in a maiden two-year-old plate of 100 sovereigns, at five furlongs.

Other Winners of the Day.

At Hawthorne: Port Wine, 13 to 5; Goal Runner, 3 to 1; Alexander, 10 to 1; Aurea, 2 to 1; Precursor, 9 to 2; Eberhart, 13 to 1.

At St. Louis: Uterpe, 3 to 1; Biger, 6 to 1; Orleans, 7 to 10; Savoy, 5 to 1; Maydine, 20 to 1; Grey Forge, 10 to 1.

Largest Enrollment Ever Known.

WASHINGTON, Oct. 3.—The Catholic University of America opened for the coming scholastic year to-day, with the largest class of clerical and lay students ever enrolled by it. Nearly every section of the western hemisphere will be represented during the current session. Besides the leading archbishops of the American hierarchy, nearly every bishop of prominence in the country has commissioned priestly students to take post-graduate courses.

OLD AND IN THE WAY.

Kentucky Farmer Killed Himself on His Eighty-Fifth Birthday.

OWENSBORO, Ky., Oct. 3.—George Brooks, the oldest farmer in the Whitesville precinct, Daviess county, committed suicide after carefully preparing himself for burial. On being called for breakfast this morning, his son found him dead and ready to be placed in the coffin. His hands were clasped across his breast, with a note in his fingers, which read:

"To-day was my birthday. I am eighty-five years old. I came into this world on this day, and I have been here long enough. I am in the way and it is best that I should leave the world."

TWELVE TO SIX RATIO

CINCINNATI TOYED WITH ST. LOUIS TO GOOD EFFECT.

Philadelphia Won in a Final Batting Rally—Brooklyn Took a Double Header at Boston.

Cincinnati	12—St. Louis	6
Philadelphia	5—New York	4
Brooklyn	6—Boston	4
Brooklyn	5—Boston	4

To-Day's Scheduled Games.

St. Louis at Cincinnati.
Brooklyn at Boston.
New York at Philadelphia.

Standing of the Clubs.

Clubs.	Played.	Won.	Lost.	Pct.
Brooklyn	131	79	52	.603
Fittsburg	131	74	57	.565
Philadelphia	132	71	61	.538
Boston	131	65	66	.496
Chicago	133	63	70	.474
St. Louis	131	59	72	.450
Cincinnati	131	59	72	.450
New York	132	56	76	.424

CINCINNATI, Oct. 3.—Both sides were forced to change pitchers in the third inning to-day. Young, however, failed to stop the hitting, while Phillips did. Attendance, 250. Score:

Cincin.	R.	H.	O.	A.	E.	St. Louis.	R.	H.	O.	A.	E.
Barrett, cf.	2	1	2	0	1	McGraw, 3.	0	1	1	3	0
Hartsell, lf	1	2	4	0	0	Burkett, lf.	0	2	3	0	0
Geier, rf.	3	3	4	1	1	Heidrick, cf	0	0	1	0	0
Beckley, 1.	3	3	8	0	0	Donovan, rf	1	2	3	0	1
Irwin, 3.	1	2	0	1	0	Wallace, s.	1	0	3	2	1
Corcoran, s.	1	2	3	5	0	Kreuger, 2.	0	1	0	3	1
Steinfeldt, 2	0	2	5	0	0	Donlin, l.	1	2	3	0	0
Kahoe, c.	0	0	2	2	0	Criger, c.	1	1	5	3	2
Newton, p.	0	0	0	0	0	Powell, p.	1	1	0	0	0
Phillips, p.	1	1	0	0	0	Young, p.	0	0	0	3	0
Totals	12	16	27	14	2	Totals	6	11	24	14	5

Score by innings:

Cincinnati	4	0	3	1	0	4	0	0	*—12
St. Louis	0	3	3	0	0	0	0	0	0—6

Earned runs—Cincinnati, 7; St. Louis, 3. Two-base hits—Steinfeldt (2), Beckley, Donlin. Three-base hits—Geier, Irwin. Home run—Hartsel. Stolen base—Hartsel. Bases on balls—Off Newton, 5; off Phillips, 7; off Powell, 1. Struck out—By Young, 5. Passed ball—Kahoe. Time—2 hours. Umpire—Emslie.

Took Two Games at Boston.

BOSTON, Oct. 3.—Brooklyn took both games to-day. Lewis was wild and ineffective in the first game, while Yeager held the Bostons down to five hits. Superior base running by the Brooklyns enabled them to win the second game. Both Tenney and Dahlen were put out of the game for kicking, in the second inning of the second game. Jones's batting was a feature. The second game was called at the end of the seventh on account of darkness. Attendance, 1,200. Score of first game:

									R	H	E
Boston	0	0	3	0	0	1	0	0	0—4	5	2
Brooklyn	1	0	3	0	0	2	0	0	0—6	7	2

Earned runs—Boston, 1; Brooklyn, 5. Two-base hits—Jones, 2. Three-base hit—Sheckard. Home run—Stahl. Stolen bases—Jones, Sheckard, Long. Double plays—Cross, Daly and Kelley; Dahlen, Daly and Kelley; Cross, Dahlen and Kelley; Long and Lowe. Bases on balls—Off Lewis, 7; off Yeager, 3. Struck out—By Yeager, 1. Time—1:55. Umpire—Hurst.

Score of second game:

									R	H	E
Boston	0	3	0	0	0	0	1	0	1—4	9	2
Brooklyn	1	0	0	2	0	0	2	0	2—5	8	2

Earned run—Brooklyn, 1. Two-base hits—Jones (2), Sheckard, Freeman. Stolen bases—Dineen, Keeler, Sheckard. Double play—McGuire and Daly. Sacrifice hit—Daly. Bases on balls—Off Dineen, 3. Struck out—By Dineen, 2; by Kennedy, 2. Passed balls—Connor, McGuire. Wild pitch—Dineen. Time—1:45. Umpire—Hurst.

Won on a Batting Rally.

PHIALDELPHIA, Oct. 3.—Philadelphia defeated New York by a batting rally in the ninth inning, three singles and a double yielding three runs. Score:

| | | | | | | | | | | R | H |