

VITAL STATISTICS—OCT. 21.

John and Della Monday, 617 Birch avenue, girl; ... Charles and Mary Sharpley, 1233 Ashland avenue, ...

Marriage Licenses.

Luther McKinstry and Marie Weaver, ... Charles Young and Marie Dierker, ...

Deaths.

James T. Good, fifty-three, 1773 Oliver avenue, ... B. Cook, seventy-two, 1817 Ingram street, ...

DIED.

LUDLOW—L. Ludlow, 617 Irving street, ... Funeral from White's chapel, ...

MONUMENTS.

MONUMENTS—A. DIENER, 69 E. Washington, ... MONUMENTS—L. P. KRUMHOLDT, ...

FUNERAL DIRECTORS.

TUTTLEWELL & SON, ... C. E. KREGLER, ...

FLANNERY & BUCHANAN.

FLANNERY & BUCHANAN—(Licensed embalmers) ...

FOR SALE—MISCELLANEOUS.

FOR SALE—One Dean brand duplex power pump, ...

FOR RENT—HOUSES.

FOR RENT—See list at 21 E. Market; ground floor, ...

FOR RENT—FARMS.

FOR RENT—Five 60-acre farm, ten miles west, ...

TYPEWRITERS.

Notice is hereby given that the undersigned, the Board of Commissioners of Marion county, ...

SEALED PROPOSALS.

Notice is hereby given that the undersigned, the Board of Commissioners of Marion county, ...

A CARD LIKE THIS.

Every Sunday for one year costs but \$1.25 per copy, ...

STORAGE.

STORAGE—INDIANAPOLIS WAREHOUSE CO., ...

FINANCIAL.

LOANS—Money on mortgages, C. F. SALES & CO., ...

SALES OF REAL ESTATE.

Eighteen Transfers Made Matter of Record Yesterday.

Instruments filed for record in the recorder's office, ...

James C. Walcott to Frederick A. Clark et al., ...

Isabel E. Hill to William J. Easton, ...

Charles W. Jones to William J. Easton, ...

William E. Easton to Charles W. Jones, ...

James S. Cruse et al. to Joseph W. Jones, ...

Isabel E. Hill to William J. Easton, ...

Charles W. Jones to William J. Easton, ...

William E. Easton to Charles W. Jones, ...

James S. Cruse et al. to Joseph W. Jones, ...

Isabel E. Hill to William J. Easton, ...

Charles W. Jones to William J. Easton, ...

William E. Easton to Charles W. Jones, ...

James S. Cruse et al. to Joseph W. Jones, ...

Isabel E. Hill to William J. Easton, ...

Charles W. Jones to William J. Easton, ...

William E. Easton to Charles W. Jones, ...

James S. Cruse et al. to Joseph W. Jones, ...

Isabel E. Hill to William J. Easton, ...

JOURNAL BUSINESS DIRECTORY.

FRANK BLANCHARD, ... BEYERMASTER BROS., ...

WANTED—MALE HELP.

WANTED—First-class male stenographer, ...

WANTED—AGENTS.

WANTED—General and subagents in all towns, ...

WANTED—MISCELLANEOUS.

WANTED—A situation as housekeeper in a Christian home, ...

NOTICE.

NOTICE—JOSEPH GARLAND, tin work and carriage, ...

NOTICE.

NOTICE—Just arrived—a fine line of imported goods, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

NOTICE.

NOTICE—If you have anything to buy, sell or trade, ...

NOTICE.

NOTICE—All advertisements inserted in these columns, ...

BIG INCREASE IN TRAFFIC.

A GAIN OF 75 PER CENT IN FIVE YEARS WITH SOME RAILWAYS.

Trouble Expected Over Erie's Violation of Trunk-Line Agreement.

General and Personal.

Actual figures have been gathered which show that the freight business of the Pennsylvania...

"The same condition as exists on the Pennsylvania also exists on the other roads in Pittsburgh...

The old Santa Fe trail, which Indians, scouts and pioneers followed during the earlier history of the Southwest...

The official records of the Union station show that in September there arrived...

An official circular announces the sale of the Northern Division of the Columbus, Sandusky & Hocking Railroad...

By a unanimous vote the committee representing the bondholders of the Nashville Railway Company...

The number of persons killed in train accidents during the months of April, May and June last, as shown by a bulletin...

Financial papers are commenting favorably on the report of the Hocking Valley...

The report is confirmed at Pittsburgh that the consummation of the purchase of property by the Mellon brothers...

Business with the telegraph office at the Union station has become so heavy that an additional operator has been employed.

On Nov. 1, H. Milton, general agent of the Colorado & Southern, will succeed C. B. Culbertson as manager of the Colorado & Northwestern Railway...

The Wabash has posted instructions for handling its freight at division points to prevent possible confusion...

A. J. Smith, general passenger agent of the Lake Shore, accompanied by General H. C. Caswell...

Passenger officials are watching with much interest what course the Trunk Line Passenger Association will pursue...

The Georgia Southern & Florida has opened an office in Cincinnati in charge of W. L. Butler...

Chairman Pratt, of the Northwestern Passenger Association, is expected to make a trip to the Texas & Pacific to resume its membership...

Warren J. Lynch, general passenger agent of the Big Four, has returned from an Eastern trip...

The acquisition of the Columbus, Sandusky & Hocking by the Pennsylvania Company...

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation...

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago...

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs...

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott...

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation...

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago...

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs...

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott...

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation...

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago...

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs...

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott...

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation...

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago...

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs...

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott...

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation...

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago...

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs...

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott...

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation...

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago...

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs...

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott...

minat. Hamilton & Dayton. The top of the old trademark will be the same, but below is printed the names of the principal cities on the various lines.

The Pennsylvania special on Thursday broke all previous speed records, making up one hour and twenty minutes on the Pittsburgh to Chicago, and the run was the more remarkable from the large volume of freight now moving over the Pittsburgh, Fort Wayne & Chicago road.

The Southern Pacific opened fifty miles of new track on Monday. This stretch of track represents a part of the reconstruction of the Central at Asheville, N. C.

H. C. Townsend, general passenger agent of the Missouri Pacific, is at Pittsburgh, Pa., where his wife is seriously ill at the home of Russell Harding, vice president of the road.

The taking effect of the winter time table of the Erie, which runs between Indianapolis and Fort Wayne will be shortened fifty minutes, the time being made up by the Big Four and the Erie.

"To meet the demands of this new condition of the rolling stock that was demanded for should they have done so it would have necessitated the purchase of the track of the road. The first improvement was made in adding trackage both to the Erie and the Big Four.

The same condition as exists on the Pennsylvania also exists on the other roads in Pittsburgh. Particularly in the case with the Baltimore & Ohio Railroad.

The old Santa Fe trail, which Indians, scouts and pioneers followed during the earlier history of the Southwest, has developed into a great railroad system well organized and now one of the most prosperous and best equipped roads in the country.

The official records of the Union station show that in September there arrived and departed 2,354 trains, an increase of 2.5 per cent over the corresponding month of last year.

An official circular announces the sale of the Northern Division of the Columbus, Sandusky & Hocking Railroad to the Toledo, Walhonding Valley & Ohio Railway Company.

By a unanimous vote the committee representing the bondholders of the Nashville Railway Company decided yesterday to accept the offer of the Nashville Railway Company.

The number of persons killed in train accidents during the months of April, May and June last, as shown by a bulletin issued by the Interstate-commerce Commission...

Financial papers are commenting favorably on the report of the Hocking Valley Railway Company, which shows a remarkable earning capacity.

The report is confirmed at Pittsburgh that the consummation of the purchase of property by the Mellon brothers, which will place it among the largest of the kind in the country.

Business with the telegraph office at the Union station has become so heavy that an additional operator has been employed.

On Nov. 1, H. Milton, general agent of the Colorado & Southern, will succeed C. B. Culbertson as manager of the Colorado & Northwestern Railway.

The Wabash has posted instructions for handling its freight at division points to prevent possible confusion.

A. J. Smith, general passenger agent of the Lake Shore, accompanied by General H. C. Caswell, is expected to make a trip to the Texas & Pacific.

Passenger officials are watching with much interest what course the Trunk Line Passenger Association will pursue.

The Georgia Southern & Florida has opened an office in Cincinnati in charge of W. L. Butler.

Chairman Pratt, of the Northwestern Passenger Association, is expected to make a trip to the Texas & Pacific to resume its membership.

Warren J. Lynch, general passenger agent of the Big Four, has returned from an Eastern trip.

The acquisition of the Columbus, Sandusky & Hocking by the Pennsylvania Company is expected to be completed in a few days.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago.

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs.

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago.

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs.

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago.

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs.

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago.

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs.

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago.

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs.

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

The Cincinnati, Richmond & Muncie has sixty-six miles of track but is unable to establish a through line between Cincinnati and Chicago.

The New York Central has several engagements in the way of transportation and it is believed that they are placing them in the shops for repairs.

Charles B. Rockwell, traffic manager of the Monon, spent yesterday in the city calling on Receiver Malott.

Returning passenger officials speak in complimentary terms of the manner the Grand Trunk road treated them in the way of transportation.

ment at the close of the year, for which it was agreed upon to be enforced as a test. That results have been disappointing is admitted by the various men acquainted with the situation.

Missionary and Wife Ordered to Pay \$2,400 Each to Bulgarians.

NEW YORK, Oct. 21.—Advices received from Dr. George D. Marsh, an American board missionary at Philippopolis, Bulgaria, say he and his wife have been threatened with death by dynamite, unless the sum of \$2,400 each was paid at an early date, according to an American dispatch from Boston.

THREATENED WITH DEATH.

Missionary and Wife Ordered to Pay \$2,400 Each to Bulgarians.

NEW YORK, Oct. 21.—Advices received from Dr. George D. Marsh, an American board missionary at Philippopolis, Bulgaria, say he and his wife have been threatened with death by dynamite, unless the sum of \$2,400 each was paid at an early date, according to an American dispatch from Boston.

AGRICULTURE IN CONTROL.

GERMAN MINISTRY'S SUPPORT VOTED IN THE REICHTAG.

Minimum Duty on Wheat Raised to \$1.50 Per Metric Hundredweight and on Rye to \$1.37.

BERLIN, Oct. 21.—The government was defeated in the Reichstag to-day in test votes on the tariff bill by the Conservatives and Centrists inserting in the Ministry's bill amendments fixing the minimum wheat duty at \$1.50 per metric hundredweight, in place of \$1.25, and the rye duty at \$1.37, instead of \$1.25. The votes were: Wheat, 194 to 145; rye, 187 to 152. The minority was composed of National Liberals, Socialists and Radicals.

Previous to the roll call Chancellor Von Buelow again firmly announced that it was impossible for the government to accept the amendments. Three courses are now open to the Ministry—(1) to let the Reichstag, negotiate for a compromise or let the majority pass the bill in any form it chooses and suppress it in the Bundestag.

In the latter event commercial treaties with the foreign farmers and the tariff would be done nothing immediately and so if the majority will pass the bill in any form it chooses and suppress it in the Bundestag.

Chancellor Von Buelow, in a fighting speech in behalf of the bill as drawn up by the federal government, declared that in it all possible protection was accorded to agriculture compatible with the conclusion of a commercial treaty with the foreign farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

Other interests could not be ignored in favor of agriculture. He had done the best he could for the farmers, and he did not care whether in return he received thanks or ingratitude. As to the talk of a "feeling of indignation" among the farmers, he said that it was not a feeling of indignation but a feeling of indignation.

No pledges had been given to foreign countries, but the government was fully aware of the feeling of indignation among the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the monarchy was sitting."

From the first the federal governments had shown clearly and unequivocally how far they were from intending to do anything to the detriment of the farmers. He declared that the imperial government was "waving off the branch on which the