VITAL STATISTICS—AUG. 20.

Births.

Jesse and —— Whitson, 709 Green, girl.
John and Clara Hertz, 916 Buchanan, boy.
Henry and Sarah Divine, 1320 Vigo, girl.
William and Eliza McClain, 1238 Hoyt, boy.
Edward and Mae Helt, Indianapolis, boy.
Edward and Fannie Burns, 1936 Dexter, girl.

Marriage Licenses.

John R. Trueblood and Blanche Poorman.
John Cutter and Nellie Bottens.
Herbert K. Wiley and Gertrude J. Mills.
Charles A. McNees and Jennie M. Andrews.
Harry Gray and Pauline H. Hofacker.
Thomas E. Conner and Eleanora N. McClelland.
Fred G. Baldridge and Ida Bradford.
Nathan L. Cook and Clara L. Swift.
Chris Schilling and Minnie Sauter.
Charles Haynes and Ellen G. Bassett.

Deaths.

Isabelle Solomon, sixty-seven years, 1825 Talbott, diabetes.
Glen Henry Gentry, fourteen years, pertussis.
Pearl Jochenkin, thirty years, 2807 Hope, puerperal fever.
Eldena McAtee, three months, 1115 Deloss, inanition.
Louise Morgan, one year, acute gastro-enteritis.
Leo Beckman, seven years, 1403 Marlowe, killed by street car.
Otis Wood, one year, 1262 West McCarty, ileocolitis.

DIED.

GRAY—Charnel Gray, aged forty-five years, at his residence, 236 North Tremont avenue. Funeral leave residence 9 a. m. Aug. 21. Burial will be at Vallonia, Jackson county, Indiana. Papers please copy.

FUNERAL DIRECTORS.

TUTEWILER & SON, Undertakers, 129 W. Market st. Tel. 216.

JOHNSON, HASSLER & GEORGE, 257 Massachusetts av. New 'Phone 863. Old Main 1459.

FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

MONUMENTS.

MONUMENTS—A. DIENER, 449 E. Washington. Tel. 2325. Branch works E. entrance Crown Hill.

MONUMENTS—M. H. Parrell, 241 West Washington st. New 'Phone 2413.

FOR SALE—REAL ESTATE.

REAL ESTATE—For sale: The best brick and stone store and office building in Tipton, Ind.; 66x140 feet; 2 stories; well rented; less than cost to build. Address FRANK KERN, Owner, Mattoon, Ill.

FOR SALE—MISCELLANEOUS.

FOR SALE—Typewriters: "Light Running Fox" and other leading makes; rentals, $2.50 per month. G. M. MERRICK, Gen. Agt., 209-210 Law building. New 'phone 1378.

FOR SALE—The latest map of Indiana and the 1900 census; prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x40 inches, on strong map paper; tin rods at top and bottom; embracing a handsome five-color map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, railroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of the world and the United States; 30 cents, postpaid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, Indianapolis, Ind.

FOR RENT—ROOMS.

FOR RENT—Suite of rooms, with grate, furnace heat, all modern conveniences; also good board. Call 815 N. Capitol av.

WANTED—MALE HELP.

WANTED—Boy wanted at 25 North Alabama st.

WANTED—150 men, $1.75 day; 75 teams, $4 day; to work on grade; long job; free transportation furnished by application to MIDDLETON CONSTRUCTION COMPANY.

RECRUITS—Recruits for the United States Marine Corps—Able-bodied, unmarried men between 21 and 35; good character; must speak, read and write English. Marines serve at sea on men-of-war in all parts of the world, on land in our island possessions and at naval stations in the United States. Apply Room 201 Sentinel building, Indianapolis, Ind.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a line. Blank or dash lines at the same price per line. Telephone 238 and your ad. will be called for.

WANTED—FEMALE HELP.

WANTED—Good colored girl; two in family. 730 South West st.

WANTED—Diseases of women successfully treated by Dr. Bula, 157 North Illinois street. Consultation free and confidential.

WANTED—MISCELLANEOUS.

WANTED—

FEATHER BEDS

And pillows wanted for cash. Address C. F. DICKINSON, General Delivery, Indianapolis, Ind.

FINANCIAL.

FINANCIAL—Insure with FRANK SAWYER.

FINANCIAL—

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

BUSINESS CHANCE.

BUSINESS CHANCE—Active man with $450 can hear of clean business paying $80 weekly; clear profit; no scheme; will bear close investigation. Address Col. 771, care the Journal.

BUSINESS CHANCE—A man financially responsible or can furnish necessary bonds to handle the easiest selling article ever produced; rare opportunity for right party. Call on JONES, Room 5, Studebaker Block, between 10 and 3 o'clock Thursday or Friday.

BUSINESS CHANCE—For Exchange—A grand opportunity for country merchants; a stock of general merchandise, invoiced at about $11,700; bought from the wholesale house less than 12 months, for cash; goods in fine shape, up-to-date and salable lines, well filled; open and subject to examination; an inexperienced owner reason for trading; a fine deal can be made for a little cash and some good property. Another stock of $1,800, one $13,000, one $7,800 and one $6,400. All these stocks can be traded for all good property or part cash. For full particulars address BROWN & CO., 505 Hall building, Kansas City, Mo.

STORAGE.

STORAGE — The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

SEALED PROPOSALS.

PROPOSALS FOR COT COVERS—Chief Quartermaster's Office, 418 Pullman building, Chicago, Ill., Aug. 17, 1903. Sealed proposals, in triplicate, will be received at this office until 11 a. m. Thursday, Aug. 27, 1903, for delivery of 100,000 cot covers, conforming to established standard and specifications. Government reserves right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign productions the duties thereon) being equal. Particulars and blanks for proposals will be furnished upon application. Envelopes containing proposals to be indorsed "Proposals for Cot Covers" and addressed to MAJ. W. H. MILLER, Quartermaster, U. S. A., in charge.

NOTICE TO CONTRACTORS.

Bids will be received at the office of the undersigned, room 48 Union Trust building, Indianapolis, Ind., on or before 11 o'clock a. m., Monday, Aug. 31, 1903, for grading, concrete, brick and stone masonry, in constructing the Indianapolis Southern Railway from city of Indianapolis to the town of Sullivan, Ind., approximately 110 miles, according to plans, profiles and specifications of said railway, which are open for inspection to bona fide bidders at the office of the chief engineer of said railway, 46 Union Trust building, Indianapolis, Ind. SOUTHERN CONSTRUCTION & EQUIPMENT COMPANY.

LEGAL ADVERTISEMENTS.

SALE OF COLUMBUS BARRACKS, Columbus, Ohio. Pullman Building, Chicago, Ill., August 6, 1903. Under provisions of Act of Congress of June 30, 1902, and by direction of Secretary of War, there will be sold at public auction to highest bidder on premises, at 12 noon, October 6, 1903, the property known as Columbus Barracks, Columbus, Ohio, containing 71 acres, more or less, and embracing all the land pertaining to the United States military reservation not dedicated to the city of Columbus, Ohio, by Joint Resolution of Congress approved February 16, 1903, together with improvements thereon. Premises, maps and descriptions thereof may be seen by applying to Quartermaster at Columbus Barracks. Conditions of sale: First, the property will be offered for sale as a whole; second, no bid will be received for less than $200,000, the duly appraised value of the land and improvements; third, if a suitable bid, equal to or in excess of the appraised value of $200,000 be not received, the offer for sale as a whole will be withdrawn, and the property will then be offered for sale in three parcels, separately, as described and indicated in maps and descriptions; and if the aggregate of the bids received does not equal or exceed the appraised value, $200,000, the offer for sale in three parcels will be withdrawn; fourth, a deposit of $20,000 will be required of highest bidder at time of sale if a suitable bid for the property as a whole is received as above stipulated; if sold in parcels, as herein provided, the highest bidder for each parcel will be required to make a deposit of not less than 10 per cent. of the bid in each case; balance of payment must be made within 30 days of date of sale. W. H. MILLER, Quartermaster, U. S. A.

JOURNAL BUSINESS DIRECTORY.

FLORISTS—
BERTERMANN BROS., New No. 241 Mass. av., 228 N. Del. st. Tel. 840.

SALE AND LIVERY STABLES—
HORACE WOOD. (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1907.

THE PEERLESS FOUNDRY, 716-18 E. Maryland, manufactures stove repairs and do repairing.

NOTICE.

NOTICE—Hot air furnaces with combination gas burners; for burning gas and other fuel at the same time. JOSEPH GARDNER, 39 Kentucky av. Telephone 322.

NOTICE—Stay there, stick tight, don't peel off whitewash for stables, storerooms, etc.; calcimine sprayed on evenly in colors. HENRY TAYLOR & CO., 608 N. Senate. New 'Phone 3607.

ARMY AND NAVY ORDERS.

—The Army.—

First Lieut. Rowland S. Pike, Eleventh Infantry, will, upon the expiration of his present leave of absence, report at Fort Huachuca, A. T., for such duty as he may be physically able to perform.

Second Lieut. Brainard Taylor, Artillery Corps, has been ordered to Washington barracks, District of Columbia, to report to the commanding officer of the United States General Hospital at that post for treatment.

Leaves of absence have been granted as follows: Second Lieut. Hunter Harris, Ninth Infantry, two months; Capt. Halcolm Young, Artillery Corps, one month and fifteen days.

First Lieut. Michael J. McDonough, Corps of Engineers, has been ordered to Portland, Me., to report to the commanding general, Department of the East, for such duty pertaining to the army and navy maneuvers as may be assigned to him.

First Lieut. Conrad S. Babcock, Third Cavalry, has been ordered to examination for promotion.

Lieut. Col. Charles Shaler, ordnance department; Major George W. Goethals, Corps of Engineers, and Capt. Peyton C. March, Artillery Corps, have been ordered to Portland, Me., to observe the maneuvers to be held in Portland harbor and also the tests of the new system of fire control and direction which are to take place Aug. 17 to 22, 1903.

Capts. Edwin B. Babbitt, Odus C. Horney and Charles B. Wheeler, of the ordnance department, have been ordered to Portland, Me., on official business pertaining to the artillery target practice to be held by the troops assembled in the Portland maneuver district.

First Lieut Percy W. Arnold, First Cavalry, has been ordered to report to the commanding general, Department of Texas, for assignment to a station and duty in that department until the arrival of his troop therein.

First Lieut. Louis Brechemin, jr., assistant surgeon, has been ordered to Fort Baker, Cal., to report to the commanding officer of that post for duty.

—The Navy.—

Rear Admirals C. D. Sigsbee and C. M. Chester have been commissioned rear admirals in the navy from Aug. 10, 1903.

Commander J. B. Murdock has been detached from command of the Alliance and ordered to duty in connection with the fitting out of the Denver and to take command of that vessel when commissioned.

Commander R. H. Galt has been detached from the Naval War College, Narragansett Bay, R. I., and ordered to the Norfolk navy yard for duty as equipment officer of that yard.

Commander B. A. Fiske has been detached from the Naval War College, Narragansett Bay, R. I., and ordered to the William Cramp & Sons' Ship and Engine Building Company, Philadelphia, Pa., for duty as inspector of ordnance.

Lieut. R. S. Douglass has been detached from the Alabama and ordered home to wait orders.

Lieut. H. E. Yarnell has been commissioned a lieutenant in the navy.

Lieut. G. W. Laws has been detached from the Indiana and granted thirty days' leave of absence, upon the expiration of which he has been ordered to the Naval Academy, Annapolis, Md.

Assistant Paymaster J. F. Kutz has been detached from the Independence and ordered to the navy yard, Mare island, Cal., for duty in connection with the fitting out of the Petrel and on that vessel when it is commissioned.

Chaplain J. P. S. Chidwick has been detached from the New York and ordered home to wait orders.

Chaplain A. W. Stone has been detached from the Constellation at the naval training station, Narragansett bay, Rhode Island, and ordered to the Franklin at the navy yard, Norfolk, Va.

First Lieut. T. C. Turner has been commissioned a first lieutenant in the marine corps.

Surgeon A. G. Grunwell has been commissioned a surgeon in the navy with the rank of lieutenant commander.

Surgeon W. H. Bucher has been commissioned a surgeon in the navy with the rank of lieutenant commander.

Passed Assistant Surgeon J. C. Thompson has been commissioned a passed assistant surgeon in the navy with the rank of lieutenant.

Major T. G. Long has been commissioned a major in the marine corps.

Capt. S. Schroeder has been commissioned a captain in the navy.

Second Lieut. A. B. Mikell and C. J. E. Guggenheim have been appointed second lieutenants in the marine corps.

Acting Assistant Surgeon W. N. McDonell has been appointed an acting assistant surgeon in the navy.

Captain D. D. Kennedy has been commissioned a captain in the navy.

Captain G. W. Baird has been assigned additional duty as a member of the naval examining board, convened in the Mills building in this city.

Lieutenant W. P. Scott has been detached from the navy torpedo station at Narragansett bay, Rhode Island, and ordered to the Constellation, at the naval training station at the same place.

Surgeon F. W. F. Wieber has been ordered to the Prairie.

Assistant Surgeon R. E. Riggs has been detached from the Naval Hospital, Philadelphia, Pa., and ordered to the navy yard in this city, vice Assistant Surgeon H. L. Brown, detached from the navy yard in this city and ordered to the Naval Hospital, Philadelphia.

Paymaster E. D. Ryan has been detached from the naval station, Guam, L. I., and ordered to San Francisco to await orders.

Paymaster J. R. Sanford has been detached from the Montgomery and ordered home to await orders.

Assistant Paymasters A. S. Peters and F. T. Watrous have been detached from the Columbia, at the navy yard, New York, and ordered to the Detroit and Montgomery, respectively.

Assistant Paymaster T. H. Sanderson has been detached from the Independence, at the navy yard, Mare island, Cal., and ordered to the naval station at Guam, L. I.

Chief Gunner Halford has been placed on the retired list.

Acting Warrant Machinist J. L. Barnswell has been appointed an acting warrant machinist in the navy.

Paymaster's Clerk J. J. Cunningham has been appointed a paymaster's clerk in the navy for duty on board the Independence.

Much Damage by Storm.

CORNING, N. Y., Aug. 20.—A terrific storm visited this vicinity last night and did great damage, especially in the territory to the north and west of this city. Rain in torrents was accompanied by fierce electrical disturbances. All railroads passing through here are damaged badly. Around Lake Keuka the damage to grapes and other crops was widespread, as hail accompanied the storm there. Four houses and barns along the lake were struck by lightning and burned.

THE REASON.

Mrs. Newwed—I notice that you never speak about the pies your mother used to make.

Mr. Newwed—No; my father used to run a bakery.

NO FEAR OF A CONGESTION

VIEWS OF THE GENERAL SUPERINTENDENT OF THE B. & O.

Methods of Operating Private Car Lines to Be Looked Into—Vanderbilts Purchasing Coal Fields.

There is every indication that the report of serious trouble in the movement of freights this fall and winter is groundless. Considerable alarm has been occasioned by these reports, the memories of last fall and winter and the fall before being such as to make shippers dread a repetition of the troubles that existed then. W. C. Loree, general superintendent of the Baltimore & Ohio, says there is less danger of congestion than heretofore. "So far as the B. & O. is concerned," he says, "I can state positively the conditions prevailing are excellent, and I understand the same thing is true of the Pennsylvania. We will not start the winter with a great handicap already promised in the way of incapacity to handle in good weather the freight delivered to us. Last year we were unable to take care of fully 20 per cent of the business even before the bad weather came. This year we are giving ready movement to empties returning and to loads leaving. The B. & O., like the Pennsylvania, has purchased large numbers of the best freight engines built. The motive power is in good shape and the shops are in shape to make quick repairs. In the last two years it was necessary to get along with far inferior locomotives and a small supply of these, and with business moving freely now and with sufficient engine capacity to take care of the largest output of the industries I can see no reason to forecast the return of freight congestion. I believe the winter will pass without the experience of 1901 and 1902 being repeated."

To Investigate Private Car Line.

The Interstate-commerce Commission may be asked to make an investigation regarding the compensation given by railroads to private car lines. The charge will be made that the mileage paid is excessive, and, therefore, amounts to a rebate in the meaning of the Elkins law. In the circular sent by J. W. Midgley to all railroad officials the direct accusation is made that the companies are violating the law in carrying out their contracts with such companies as the Armour and the Kingan car lines, for example. He alleges that the mileage paid to such companies enables them to drive competitors out of business and to build up a monopoly, and he characterizes the ownership of private car lines as the greatest evil at present menacing American railroads. He asserts that the dressed beef and packing house traffic is the least remunerative of any traffic, but the railroads are compelled to carry it frequently at a loss or to suffer the consequence. Last year the amount paid in mileage to private car companies exceeded $12,000,000.

Want to Secure Future Coal Supply.

A belief prevails that the Vanderbilts are interested in the new $10,000,000 soft coal corporation, and for which many options have been secured on coal property in Harrison, Belmont and Jefferson counties, Ohio. It is believed the Vanderbilts are taking this means of making sure of their future coal supplies. Last year the Lake Shore, the New York Central, the Lake Erie & Western, and, in fact, other Vanderbilt lines, had a great deal of trouble in securing a satisfactory fuel supply and had to confiscate a large amount of coal during the autumn and winter. The roads then learned the hazzard of having to depend on others for coal, and it is said it was then decided that the Vanderbilts should acquire the property referred to.

As Good as a Double Track.

It is reported at Decatur that another agreement has been made between the Erie and the Clover Leaf Railroads by which both roads will practically enjoy the advantages of a double track between Decatur and Ohio City. The reported arrangement is that both companies shall run their eastbound trains over one track and that westbound trains of both companies shall use the other road. This would obviate the difficulty of passing trains and the danger of head-end collisions on the part of both roads. Nothing further has been heard of the reported deal between the roads whereby the Erie was to run its trains into St. Louis over the Clover Leaf.

Personal, Local and General Notes.

W. H. McDoel, president of the Monon, is in New York city for a few days.

The Pennsylvania and the Vanderbilt interests are now said to have absolute control of the Philadelphia & Reading.

The Detroit Southern earned in the second week of August $35,995, a gain over the corresponding period last year of $6,533.

Samuel E. Rauh, president of the Belt Road and Union Stockyards, left yesterday for New York, to be absent a couple of weeks.

M. Griffith, ticket agent of the Big Four at its up-town office, has gone to his old home, Madison, Ind., for a two weeks' vacation.

The machinists of the Lake Erie & Western general shops at Lima have been granted an advance of one cent an hour in pay.

As an evidence of their good will, prominent men in Meadville gave a banquet to the active officials of the Erie located at that place.

F. C. Fargo, superintendent of the American Express Company, has returned from Lake Wawasee, where he spent three weeks with his family.

C. L. Rollins, private secretary of Ford Woods, general freight agent of the Peoria & Eastern, is spending a two weeks' vacation in the East.

Sampel B. Sweet, general freight agent of the Lake Erie & Western, is in New York attending a meeting of the Vanderbilt line frieght officials.

J. M. Shattley has been appointed agent of the Pittsburg, Ft. Wayne & Chicago at Emsworth, vice H. O. Kerr, who has taken the agency at Salem, O.

J. W. Jones has been appointed superintendent of the shop and roundhouse of the Monon at this city, vice John Santay, resigned, on account of ill health.

E. C. Keenan, chief clerk of the engineer of maintenance of way department of the Lake Erie & Western, is north on a pleasure trip, to be absent two weeks.

D. C. Moon, assistant general superintendent of the Lake Erie & Western, who left for Yellowstone Park on Wednesday, expects to be absent a couple of weeks.

By an act of the Missouri Legislature which went into effect Aug. 1, railroads operated in that State must pay their employes on or before the tenth of each month.

J. L. Moore, passenger agent of the Big Four at Los Angeles, has been appointed and assumed the duties of commercial agent for the San Pedro, Los Angeles & Salt Lake road.

The Western lines have referred the adoption of the 2,000 mileage book, good on all trains, to the executive committee, and it is likely to lead to a clash between the association lines.

Work has been commenced on the new interlocking tower to be erected at the crossings of the Hocking Valley and the Pennsylvania at Upper Sandusky. It will contain forty levers.

The Pennsylvania calls attention to the fact that train No. 25, the fast mail, now carries day coaches between New York and Pittsburg, Pittsburg and Chicago and Indianapolis and St. Louis.

The Lehigh Valley is profiting by its excursions to Atlantic City, carrying the excursionists from points on the Big Four and the Lake Erie & Western. This week the Lehigh had six heavy trains for that point.

Meldron Gray, freight solicitor for the Star Union line, with office in Columbus, O., recently appointed traveling freight agent for the Union line, has been succeeded by T. S. Kramer, transferred to Columbus.

W. M. Burgard, general agent of the Chicago & Northwestern at Buffalo, will retire from that position to-day to devote his time to private interests, and H. B. Loucks, jr., traveling freight agent, will succeed Mr. Burgard as general agent.

George M. Henry, general passenger agent of the Detroit Southern, has tendered his resignation, effective Sept. 1. He was told by superior officers that while they regretted to have him leave, if he could do better he was at liberty to accept the offer.

When the trains of the Chicago & Eastern Illinois use the Rock Island terminals in Chicago it is stated that the latter will become the starting and arriving point of more limited trains than any other station in the world, including many of the finest equipped trains in the world.

John Robert Martin, a railroad car inspector in New York, has fallen heir to a large estate in Scotland. He is said to be the sole surviving heir. Depositions of residents of Norwood, where he formerly lived, have thoroughly established his identity and his right to the vast landed property of his ancestors.

The passenger earnings of the Lake Erie & Western for the first two weeks of August were $10,526 ahead of those of the corresponding period 1902, despite the fact that the trolley lines compete with it for business on a considerable portion of the system. The freight earnings were $22,000 in excess of those of the first fifteen days of August, 1902.

John M. Hall, president of the New York, New Haven & Hartford, has returned to his summer home in Kennebunkport, Me., and his illness, it is feared, will necessitate his withdrawal from all business connected with the road's management until he has fully recovered. He has not been at the general offices at New Haven since the last week in June.

George Rech, general ticket agent at the outside office of the Pennsylvania & Vandalia, received a letter yesterday from Colonel William Shaw, district passenger agent of the Chicago, Burlington & Quincy. The colonel is now at Old Point Comfort. He is still experiencing trouble in getting about. Having partially lost the use of one side, but he writes that he is improving.

D. D. Cale, who has been connected with the Panhandle since 1887, has resigned his position as agent of the line at Jewett, O., in order that he may devote his entire time to private interests. So satisfactory has been his service that patrons of the road asked the company to retain him, but he declined, preferring to carry out his own plans.

The report that the Chicago, Rock Island & Pacific has secured an option on the entire water front at Portsmouth, Va., is confirmed. The fact is said to be causing alarm at the North Atlantic ports, which fear a further decrease in export shipments. It is asserted that the Moore-Leeds syndicate is ready to provide an ocean-going fleet of steamers in the event it becomes necessary.

At a meeting of the traffic representatives of the Southwestern lines at the St. Louis freight traffic bureau, Wednesday, it was decided to put the 2-cent increase in the lumber rate for St. Louis and Cairo territory into effect on Sept. 1. The Missouri Pacific and other lines had decided to put the increase in effect on Aug. 15, but other roads in the Southwest had not agreed on the date of the increase till yesterday. The rate is applicable to yellow pine lumber from the Southwest.

The locomotive testing plant of the Pennsylvania to be installed at the St. Louis exposition in 1904 promises to be of unusual interest to those interested in economical locomotives. The plant will be built along the most approved lines and every facility will be provided for studying the performance of steam and electric locomotives. The general design will be similar to the locomotive testing plant at Purdue University. Prof. Goss, the permanent chairman, is at present preparing plans for the conduct of the test which will be submitted to builders and others desiring to be represented.

CITY SUED FOR $10,000

WINFIELD S. FRAZEUR CLAIMS NEGLIGENCE CAUSED INJURIES.

Hole in Morris Street Was Eighteen Inches Deep, He Avers—News of the Local Courts.

The city of Indianapolis is made the defendant in a $10,000 damage suit in the Superior Court, brought by Winfield S. Frazeur, for injuries sustained on account of an eighteen-inch hole in Morris street between Kentucky avenue and York street.

Frazeur was driving along Morris street between the car rails when the front wheel of his wagon dropped into the hole throwing him forward between the wheel and the bed of the wagon where he became fastened. The muscles of his knee, ankle and leg were torn from the bone and he has since been unable to walk. He claims that the hole was full of water, preventing him from seeing its depth.

He asserts that the city was negligent, knew of the defect in the street but failed to remedy it.

SAY THEY WERE BADLY USED.

Petitioners in Bankruptcy Case Make Serious Allegations.

An involuntary suit in bankruptcy was filed in the Federal Court yesterday against J. C. Jenkins and Omer Bradley, of Frankfort, Ind. The bill was filed by the Jeans Clothing Company, Nelson-Bethel Clothing Company and M. S. Schuster & Co., all of Louisville, Ky. They claim that the Frankfort merchants owe them $1,000 and have declared they have but $189 with which to liquidate. The petitioners further aver that the Frankfort merchants have sold a house and lot and other property and with the proceeds have paid other creditors. They ask the United States Court to summon Jenkins and Bradley to court and show why they disposed of their property when they were indebted to the Louisville firms.

THE COURT RECORD.

—New Suits Filed—

The Railroaders' Building and Savings Association vs. John W. Williams et al.; note and mortgage. Superior Court, Room 1.

Catherine Curran vs. Crawford Fairbanks et al.; damages and injunction. Superior Court, Room 3.

Eugene Sheehan vs. Frances Friedgen; foreclosure of lien. Superior Court, Room 1.

Margaret Nolan vs. Gus Hurley; account. Circuit Court.

The Railroaders' Building and Saving Association vs. Eva M. Cowger et al. Superior Court, Room 3.

Winfield S. Frazeur vs. City of Indianapolis; damages. Superior Court, Room 2.

Anton L. Holzhausen vs. Charles Holzhausen et al. Circuit Court.

Phebe Winkler vs. Charles Winkler; divorce. Circuit Court.

Edna Gibbs vs. Bence Gibbs; divorce. Superior Court, Room 3.

Anna M. Crable vs. Virgie D. Crable; divorce. Circuit Court.

Frances F. Thompson vs. Erastus E. Thompson; divorce. Superior Court, Room 3.

HIGHER COURTS' RECORD.

SUPREME COURT.

—Minutes.—

19959. Clinton Whistler vs. David Whistler et al. Grant C. C. Notice of motion to reinstate.

20087. The Seymour Water Company vs. The City of Seymour. Jennings C. C. Petition granted to Oct. 1, 1903.

20154. Mark M. Demott et al. vs. City of Valparaiso. Porter C. C. Appellant's petition and brief (8) for rehearing.

—New Cases.—

20179. Mary T. Meyers, et al. vs. George E. Manlove. Fayette C. C. Record. Assignment of errors by Mary T. Meyers. Assignment of errors by Mary T. Meyers et al. Joinder. Notice (16) by appellant Mary E. Meyers to co-parties. Appellants' application for permission to bind received in volumes. Granted.

APPELLATE COURT.

—Minutes.—

4844. George L. Roby vs. The Board of Comisisoners of Benton county. Benton C. C. Appellant's brief (8).

4812. Chicago Terminal Transfer Company vs. John W. Walton. Howard S. C. Appellant's dismissal.

4924. The Singer Manufacturing Company vs. Charles Schmalzried. Laporte C. C. Supersedeas. Bond.

—New Cases.—

4947. Edward Ryason vs. Sarah J. Dunten et al. Lagrange C. C. Record. Assignment of errors. Joinder (3). Submitted by agreement.

4948. Acme Bedford Stone Company vs. Frank McPhetridge. Monroe C. C. Record. Assignment of errors. Notice.

Church Needs a Personal Head.

NEW YORK, Aug. 20.—In the current issue of the Churchman, a leading Episcopal church paper, a chief executive for the Episcopal Church is demanded in a leading article, which declares that a chief executive is as necessary for a church as for a nation.

STORIES OF THE TOWN

"You should have seen my old friend Cy Clark the other day," said Major Megrew while talking to several friends yesterday afternoon. "Cy has more bristles in his back when he is mad than any porcupine that ever lived and I'll tell you how I know it.

"I have a room fitted up in the courthouse that I call my den and often when I am tired I take a little snooze there. Last week Cy came to me early one morning and said: 'Say Megrew, I want to go to your den and sleep a while. I'm so tired that I can hardly stand up.' Well, you know Cy and myself are old partners, so I took him up to the room and saw him safely landed on what I claim is the softest davenport in town, and when I went out I locked the door after me, just to be sure that no one would disturb my old friend in his slumbers.

"It was 9 o'clock in the morning when I locked Cy in the room and upon my word I forgot all about him until nearly 3 o'clock in the afternoon, and I was several blocks away from the courthouse when I thought of him then. Well, I hustled back and unlocked the door and there was Cy pacing up and down the floor like a wild man and he didn't seem very glad to see me, either.

"'Did you have a good sleep, Cy?' I asked, and just because I grinned a little Cy got madder than ever.

"'Well, you are a d——d poor friend,' he replied. 'What did you think I was doing, balloting for a Pope? And I've missed an engagement with Lew Sank, too,' he added with a growl, as he picked up his hat and stamped out of the room.

"Cy didn't even thank me for the use of that nice, soft davenport," added the major thoughtfully.

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A bank president in Indianapolis had a new stenographer. The young lady had completed a six months' course at a local business college and was perfectly confident of her ability to transcribe her notes to her new employer's satisfaction. It happened that the bank president wished to procure a block of English consols for an out of town customer, and the first letter he dictated to his new amanuensis was an inquiry to his foreign correspondents. In two minutes she was back with the written letter, and this is what the bank president read:

Messrs. Bonds, Stocks & Co., Ltd., London, E. C.

We are very anxious over here to procure a nice lot

Of English Consorts, and as soon as the market is favorable send us

About $50,000 worth, etc."

The corners of the president's mouth twitched as he coldly remarked that the United States National was not dealing in the sort of commodity described by his zealous stenographer.

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"Traveling salesmen have their hardships," said a prominent manufacturer last night, "but they often have a way of getting around much of the bitter part of their business that makes life worth living. Yesterday a young man, I imagine just out of college, walked into my office and with an arrogant air that I did not like at the time, handed me his card and said he was representing a certain old company and wanted to sell me some lubricating oil. I looked at him sharply and put him down as one of these wise boys that got all of their learning in college and forgot every thing but a few yells and a big chrysanthemum. But his price was so low that as a business proposition I felt I could not afford to turn him away until I had investigated his goods. I called the superintendent of the factory and we talked over the oil the young man had to sell and I told him to go ahead and write up an order for eight or ten barrels just as a trial lot and I would sign it. In the meantime the superintendent called in the engineer and was showing the oil to him. 'What do you think of it?' I asked the engineer. 'Why we could never use that oil,' he answered, and I immediately cancelled the order and told the young man, who had heard what the engineer said, that his business with me was over. He did not answer me, but turned to the engineer and said, 'What is your name?' 'John Wallace,' the engineer answered, in good faith. The young man pulled a notebook from his pocket and wrote down the name and asked for the street address of the ruler of the engine room. Without hesitancy the engineer told him that a letter would reach him at 2345 Blank street. 'I'll have the firm send you a bottle of goat's milk by the first mail,' said the young salesman as he picked up his grips and walked out of the office. I could not help but laugh at the discomfiture of the engineer, who had 'butted in' with his advice."

BRIDGE CONTRACTS AWARDED.

Commissioners Open Bids and Award Twelve Contracts.

The county commissioners opened bids for twelve arch and concrete bridges and culverts yesterday. There were few bidders on account of the fact that the work must be completed before freezing weather sets in. On five of the bridges only one bid was presented—that of the Block Bridge and Culvert Company. The contracts awarded yesterday are the last to be awarded for that work this year.

The bid for a bridge on the Franklin State road was thrown out because it exceeded the appropriation.

The contract for the bridge on Bluff road, in Center township, was awarded to William Cost at $1,092.

The Block Bridge and Culvert Company was the lowest bidder on the following contracts:

For Buchanan ditch, Lawrence township, $644; Fall and Mud creek pike, Lawrence township, $594; Franklin State road, Franklin township, $1,532 (appropriation $700); culvert near New Bethel, Franklin township, $644; culvert near Ebenezer Cemetery, Franklin township, $694; Dixie road, south of Churchman pike, $492; Wildcat creek, Franklin township, $644; Wildcat creek, Franklin township, $694; Dixie road, half mile south of Churchman pike, $674, and Wildcat creek, Southport road, $644. The lowest bid on a bridge in Shelbyville road, Franklin township, was made by Fritz & Frazier, $1,960.

BACK TO MONTEZUMA.

Erring Wives Permitted to Return to Husbands and Homes.

Mrs. Belle Branson and Mrs. Nellie Athren, of Montezuma, Ind., with their five children, were permitted to return to their homes by the police yesterday. Last Saturday the women deserted their husbands and with their little children came to Indianapolis. The women took refuge in a notorious resort on West Maryland street and placed their children in a room in a near-by house, nolessdisreputable than the resort in which they were staying. The police were notified and arrested the women, but on condition of the promise to go to their homes and stay there they were allowed to leave the city unmolested.

WITH A POCKET KNIFE.

Charles Baker, of This City, Attempts Suicide at Washington, Ind.

Charles Baker, 307 North New Jersey street, attempted to end his existence in Washington, Ind., yesterday, by severing an artery in his wrist with a pocket knife, after which he swallowed a quantity of morphine. By prompt medical attention his plans were frustrated.

Baker is a traveling man for the Bohemian Pottery Company and lives with his wife in this city. The cause for his act, it is said, was temporary insanity.

Will Play "The Drunkard's Home."

At the Salvation Army State encampment at Greenwood Park to-night the "Drunkard's Home" will be enacted in the pavilion and will be one of the features of the encampment. The attendance during the week has been unusually good and four or five thousand people are expected to visit the camp Sunday. So far about $50 has been raised, most of it by the stereoptican lecture of Staff Captain Atkins on Wednesday night.

Plans are being laid this week for the Indiana campaign during the coming year. The work will be carried on with greater vigor than ever before and a number of outlying towns will be invaded by the corps.

Columbus.

Behind him lay the gray Azores,
Behind the gates of Hercules;
Before him not the ghost of shores,
Before him only shoreless seas.
The good mate said: "Now must we pray,
For, lo! the very stars are gone.
Brave admir'l, speak, what shall I say?"
"Why, say, 'Sail on, sail on, and on.'"

The men grew mutinous by day,
The men grew ghastly pale and weak.
The stout mate thought of home. A spray
Of salt wave washed his swarthy cheek,
"What shall I say, brave admir'l, say,
If we sight naught but seas at dawn?"
"Why, you shall say at break of day,
'Sail on, sail on, sail on, and on.'"

They sailed, they sailed, as winds might blow,
Until at last the blanched mate said:
"Why, now, not even God would know
Should I and all my men fall dead.
These very winds forget their way.
For God from these dread seas has gone.
Now, speak, brave admir'l, speak and say."
He said: "Sail on, sail on, and on."

They sailed, they sailed. Then spoke the mate:
"This mad sea shows its teeth to-night,
He curls his lip, he lies in wait
With lifted teeth as if to bite.
Brave admir'l, say but one good word,
What shall we do when hope is gone?"
The words leaped as a flaming sword:
"Sail on, sail on, sail on, and on."

—Joaquin Miller.

AMUSEMENTS.

PARK 2 p. m. 8 p. m. FRIDAY and SATURDAY Mr. J. Fraser Crosby, Jr., presents MISS INEZ FORMAN, supported by the Eminent Actor JOHN BILLON, and her Company, in a Splendid Scenic Revival of The Greatest of all Emotional Dramas, EAST LYNNE Magnificent Costumes, Special Scenery. PRICES—10c, 20c, 30c. Everybody Goes to the Park. Monday—"FOR MOTHER'S SAKE."

AMUSEMENTS.

ENGLISH'S MONDAY TUESDAY Aug. 24, 25
The New Comedy Opera Success,
"KING DODO"
With RICHARD GOLDEN.
Prices—$1.50, $1, 75c, 50c, 25c. Seats now ready.

LIST OF LETTERS

Remaining in Indianapolis Postoffice, Thursday, Aug. 20, 1903.

If not called for in two weeks these letters will be sent to the dead letter office. Persons calling for letters in the following list will please say they are advertised, give date of list, and pay 1 cent for those obtained. Free delivery of letters by carriers to the addressee's residence can be secured by observing the following rules:

First—Direct letters plainly to street and number.

Second—Request your correspondents to do likewise.

Third—Have written or printed request for return on your envelope, giving street and number.

Fourth—Use ink in addressing letters when possible, and leave sufficient space at top of envelope for stamp and postmark.

Letters addressed to persons known to be transient should be marked "Transient" in lower left-hand corner of envelope. "A. B. C., General Delivery," or similarly addressed letters, are "fictitious" and not deliverable.

Ladies.

Anderson, Miss Vida.
Anderson, Miss Hazel.
Aulle, Mrs. Amanda.
Avery, Mrs. Jule.
Bennett, Miss Mellie.
Burns, Mrs. Phebe.
Braunstein, Miss Eva.
Bishop, Mary E.
Becraft, Mrs. Clara.
Black, Miss Josephine.
Burton, Mrs. Lou.
Bishop, Mrs. Hattie.
Catterson, Mrs. Sarah.
Carpenter, Miss Alice.
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