

These Rugs Are Yours

Pay the small charges variously set forth in the following list and the Ayres title to them ceases any time you say Wednesday morning. They'll likely 'six dozen will last all day.

85c for each 30 by 54-inch Smyrna Rug; a lot whose price tickets read and whose real value is \$1.35.

\$6.40 for each 36 by 63-inch Royal Wilton or Imperial Axminster Rug. If you were buying \$8.50 would be the lowest possible price you'd find anywhere.

\$8.50 for each 9 by 12-ft. (full carpet size) reversible Smyrna Rug. Price tickets, which are for the rug ignored, place their respective value at \$10.

\$11.50 for each 9 by 12-ft. Tapestry Brussels Rug. Ordinarily you would pay \$15.00 for Rugs no better and probably not so handsome.

\$19.75 for each 9 by 12-ft. Wilton Velvet Rug measuring of that admirable grade of \$25.00. There are several and colorings and styles of high order.

\$23.50 for each 9 by 12-ft. Body Brussels Rug. This lot of selected designs of the best quality on the market—rugs which give years of the most satisfactory wear and are sold the country over at from \$29 to \$32.

L.S. AYRES Indiana's Greatest Distributors of Dry Goods

Cut Glass and Solid Silverware

Are two things which appeal to people of good taste—each has become of everyday interest. We are offering a nice selection of both. Here are offered the products of only the best manufacturers—and now gently they touch the pocketbook.

J. C. SIPE, Importer of DIAMONDS Rooms 4, 3 and 4, 18 1/2 N. Meridian St. INDIANAPOLIS

FRAMES The H. LIEBER COMPANY 24 West Washington St.

We Are the Most Up-to-date Optical House in the City

We employ the most skilled workmen. We have everything in the way of Optical Goods, and Oculist's Prescriptions filled immediately. Why not let us fill yours?

JOHN WIMMER, Optician 16 NORTH PENNSYLVANIA STREET

Stick Pins With Diamonds, Opals, Rubies, Sapphires, Pearls, etc. Over two hundred patterns to select from. All our exhibition novelties, \$1.00 to \$150.00 each. Call and let us show you through.

CARL L. ROST, Diamond 15 North Illinois Street. The Claypool Hotel is just across the street.

Gold Filled \$2.00 Eye Glasses Eyes Tested Free of Charge. J. P. MULLALLY Importer of Diamonds and Jeweler 28 Monument Place

HOMESTEAD CREDITORS. Nearly One Hundred Men Apply to the Attorney General.

Nearly a hundred men, mostly from Hartford City, and all stockholders in the Homestead concern that went into a receivership a few days ago on the application of the attorney general and auditor of state, visited the Statchouse yesterday and made inquiry as to what could be done toward settling up the affairs of the concern.

Inquiries About Smallpox. At the office of the State Board of Health four letters were received yesterday from the town of Fontaine, Vigo county, asking that something be done to prevent the spread of smallpox in that locality.

McGregor's Plan Commended. John McGregor, of the Marion County Board of Commissioners, is the recipient daily of many favorable replies from the notices he sent out last week to the various county commissioners throughout the State asking them to meet in convention in this city during the last week of November for the purpose of perfecting an organization.

New Pianos, \$150 and up. Wulshner's

MAY SHIFT BLAME

TRAINMEN'S STRAIGHT STORIES IMPRESS THE CORONER.

He Declares that There Will Be No "Scapagoats" and that Responsibility Will Be Determined.

ENGINEER IN HIS OWN DEFENSE

W. H. SHUMAKER TELLS CORONER WAS ORDERED "TO MAKE TIME."

With Conductor Johnson He Regards Attitude of Big Four Officials Evasive and Unjust.

A SINGULAR LACK OF ORDERS

NO ONE SEEMED TO KNOW ANYTHING ABOUT THE SPECIAL TRAIN.

Second Day's Investigation Develops Some Interesting Facts—Officials and Trainmen at Variance.

"I do not intend that anyone shall be made a scapegoat to bear the responsibility for the frightful wreck on the Big Four Saturday. The blame shall be placed where it belongs according to the evidence. If it is found that the officials were responsible, the public will know it. If the men are to blame the attitude of the authorities will be the same."

This statement was made by Coroner H. D. Tutwiler last night after he had finished taking evidence in the second day's investigation as to the cause of and responsibility for the collision between the Purdue special train and a switching train near the crossing at 4th and 5th streets, Indianapolis, in which twelve were instantly killed, four hurt so badly that they died and forty more or less seriously injured. The sworn statements of the men in charge of the special train and of the cut of coal cars show a condition of affairs diametrically opposite to that indicated by the declaration of General Superintendent J. Q. Van Winkle and Superintendent Charles A. Paquette, of the Chicago division of the Big Four, who place the blame on the crew of the special train.

MAY SHIFT THE BLAME. Not only do Engineer William H. Schumaker and Conductor Frank M. Johnson, of the special, assert that they were running as a scheduled train, with the right of way over trains of all classes and under orders to make fast time, but Conductor Lon Acker and Engineer E. J. Smith, of the switching train, will state that they had no orders intimating the approach of a special train and were permitted to proceed northward on the main track as had been their custom every day. These statements of the employes have tended to weaken the charge made by the officials that the crew of the special train was to blame for the wreck. The evidence indicates that there was a singular lack of orders between the Union Station and North Indianapolis concerning the approach of the special; and that flagmen, yard employes, switching crews and others were not properly informed as to the oncoming special with its precious load of human lives.

One thing is certain—Conductor Johnson and Engineer Schumaker do not intend to be made scapegoats for what they firmly believe to have been the fault of others. Without specifically declaring that it was the duty of the train dispatcher more clearly to prepare the way for them, they make it very apparent that they were left unprotected while expected to conform to a fast schedule and make a high rate of speed.

EARNEST AND SINCERE. The earnestness of both men before the coroner yesterday afternoon showed their perfect sincerity. Both engineer and conductor gave their testimony frankly, without an attempt at evasion and supplemented it with personal explanations to Mr. Tutwiler as to their experience in the past with special trains, what is always expected of engineers in making time and other essential facts bearing on the accident. One of the strong points made by them in their own defense was showing that the rule book, the official instructions of the Big Four, do not mention a city ordinance limiting the speed of trains within the city limits and does not say in black and white that special trains are "supposed to feel their way through the yards."

Both men declared that general orders to conductors and engineers require them to make time. If they do it, they are praised. If they fail, or if any accident happens, the burden of blame is always placed upon them by those higher in authority. Another extraordinary feature of the testimony yesterday consisted of statements made by the employes of the switching train, who declared under oath that they had absolutely no orders to wait for the special and no intimation whatever of the approach of the special train.

OFFICIALS BLAME THE MEN. Two of the officials of the road, who were on the stand yesterday, were General Superintendent J. Q. Van Winkle and Assistant Superintendent H. F. Houghton. The burden of their testimony was that the special had no business to be running at such speed inside the city limits. Both officials declared, in substance, the following: "It is an absolute rule that trains shall be kept under control between North Indianapolis and the Union Station. 'Keeping a train under control' means to maintain a speed that will permit of its being stopped short of any possible obstruction, whether it is a straight track or a curve, clear weather or foggy, a heavy train or a light train, must be considered by the crew. The method of stopping a train is simple. By the exertion of small muscular force, such as a boy of ten could furnish, the train can be brought to a standstill. The rules provide that the conductor and the engineer are responsible for the safety of the train."

This wording of the general situation is what the crew of the special claim to be an injustice. Theoretically the opinions given by the officials are correct enough, they say, yet it all comes back to the fact that the crew are expected to "make time" and are held responsible for faithfulness to schedule.

THE WITNESSES. The second day's investigation began at 9 o'clock yesterday morning and was concluded at 4 in the afternoon. The following witnesses were placed on the stand: H. F. Houghton, assistant general superintendent of the Big Four; Josephine Franklin, eyewitness; William H. Schumaker, 1417 Spain avenue, engineer of extra special; E. M. Johnson, 152 Woodlawn avenue, conductor of extra special; Dr. E. C. Stewart, 129 1/2 West Ohio street, doctor; C. B. Irvin, brakeman extra special, 1294 Delous street; Lon Acker, 124 Hoyt avenue, conductor of switch engine; G. W. Kelshaw, operator at North street; E. J. Smith, 128 Woodlawn street, engineer of switch engine; C. E. Servis, 948 Bates street, helper to yard brakeman; J. S.

Clements, 127 English avenue, fireman to switch engine; J. Q. Van Winkle, general superintendent of Big Four.

ENGINEER'S TESTIMONY. The testimony of Engineer Schumaker, perhaps the most interesting of all, was as follows:

"On Saturday, Oct. 31, I was running on a schedule order giving me one hour and forty minutes from Lafayette to the Union station, with four extra cuts. I was also given time to be at stations North Indianapolis, North street and Union station. In order to make this time I had to run between eighteen and twenty miles an hour within the city limits. I had six minutes from North Indianapolis to go to North street, a distance of two miles and three-tenths, and to make this time I had to run at this rate of speed between North Indianapolis and Eighteenth street in order to reduce my speed and have my train under control down to North street. The city and over the crossings on Eighteenth street down. This order also gave me eight over all between North Indianapolis and North street. I considered that with this schedule order I had the same right of any first-class train."

"You considered that you had the right-of-way from North Indianapolis to the Union station?" he was asked by the coroner. He answered: "Yes."

"In order to fill my order and make the time six minutes from North Indianapolis to North street, I had to run at a rate of eighteen or twenty miles an hour if I used precaution down through the main part of the city."

"I was twenty-three minutes late at North Indianapolis."

"I do not know the time required by law. I have to and do live up to the rules of the company. I was running about eighteen or twenty miles an hour when I was in a condition probably have stopped the car within five car lengths."

Conductor Frank M. Johnson testified to substantially the same points as his engineer. His orders gave him right of way over all trains, forced him to run at a high rate of speed to make time, gave him only six minutes between North Indianapolis and the Union Station, and gave him no intimation of obstacles on the main track in the city limits.

Assistant General Superintendent H. F. Houghton, who presided over the hearing of the coroner, said the special from Lafayette had orders through to the station, or to the stops, he said, the usual order to keep the train under control was in effect. This comes under special instructions, and the special was running as follows: "Trains not scheduled, when permitted to run between North Indianapolis and the Union Station, shall proceed at a speed not to exceed that indicated by yard engines."

Superintendent Van Winkle added little to the technical information given by Mr. Houghton.

OPERATOR'S STORY. C. W. Kelshaw, operator at North street, who was the last on the stand, swore that the flagman at Kentucky avenue did not know of the approach of the special. He had no intimation himself that the special was coming. He will be placed on the stand again this forenoon at 11:30 o'clock.

Coroner Tutwiler reviewed the evidence of the officials before the coroner, said the special from Lafayette had orders through to the station, or to the stops, he said, the usual order to keep the train under control was in effect. This comes under special instructions, and the special was running as follows: "Trains not scheduled, when permitted to run between North Indianapolis and the Union Station, shall proceed at a speed not to exceed that indicated by yard engines."

AT BUTLER COLLEGE. Memorial Exercises at the Chapel for Purdue Students. Chapel exercises yesterday at Butler College were in memory of the Purdue students who lost their lives in the wreck on the Big Four Saturday. President Stone's reply to the resolutions adopted by the Butler faculty and students Saturday night was read by President Butler. Speaking further, he said: "The accident Saturday was one of peculiar pathos. The victims were chosen young men in the full strength of life. From the full joy of physical superiority their lives were crushed out in one moment. They belonged to a favored class. All the world is proud of our student class. It is natural then that all hearts should be sad."

VICTIMS OF THE WRECK. Students at the Hospitals Are Getting Along Fairly Well. The victims of the wreck of last Saturday when the Purdue football special train was wrecked within the city limits are reported as being generally doing much improved. The surgeons and doctors at the various hospitals hope now to save the lives of all their patients. At the City Hospital Hendricks Johnson, of Evansville, who, in addition to a crushed chest, broken legs and a fractured rib, contracted a severe case of pneumonia, was much better last night and hope is now had for his recovery, although he is still in a critical condition. A. L. Hoiter, of Shelby, O., who suffered a rupture of the perineum, an injured chest and a number of bad lacerations of the legs and body, is much improved and it is believed that his chances for recovery are good. Sim Miller, of Nineveh, Ind., with both legs broken and several other serious injuries, is doing well and bears up bravely under his afflictions.

The British Government May Not Abandon Lynchchaun Case. There are indications that the British government will not accept as final the action of the Indiana extradition commissioner, who refused to hold for extradition the Irishman, Lynchchaun, charged with murderous assault upon his landlady in Ireland. An inquiry into the precedent in such cases discloses the fact that the action of the Indiana extradition commissioner prevent the bringing of new extradition proceedings before any other United States commissioner, even the greatest of the States judge. It is believed that the British authorities regard the principle involved in the Lynchchaun case as of the greatest importance, and consequently they are expected to prosecute it further.

Judges Will Have New Desks. The old clumsy judges' desks in the Superior Court rooms, which have been the silent witnesses of those who sought relief of the court from wrong and oppression ever since the courthouse was erected, twenty-five or thirty years ago, are now to be deprived of their places and cast upon the rubbish heap. They are to be supplanted by handsome oak desks of the newest design. The work of transformation was begun in Judge McMaster's room yesterday, and the desks in the other rooms

will be changed immediately. Judge Allen's desk in the Circuit Court, and the desk in the Criminal Court room will remain.

FUNERAL OF COLONEL FREEMAN. The funeral of Colonel Francis Freeman, of Knightstown, was held yesterday morning and the interment was at Crown Hill.

Home Circulating Library, 31 N. 111. "The Man in the Camel Cloak," 2c a day.

The Manhattan, 136 W. Washington St. Never closed. The meals at night are the same as those during the day. Buckwheat cakes, Elgin creamery butter, genuine maple syrup, French drop coffee, etc. Try us for breakfast.

Schuller's Wine House, 210 N. Merid. Genuine Rhine and Mosel Wines.

Langenkamp Bros., Brass Works. Founders and finishers. Brass railing work. 112-114 East Georgia st., Phone 111.

Read any book published, 2c a day. Home Circulating Library, 31 N. 111.

See the ABSOLUTELY VISIBLE WRITING typewriter, the UNDERWOOD, at 127 E. Washington St.

COBURN COAL CO. sells only the best coal.

Fine Diamond Rings Diamond Studs Diamond Brooches Bought Right and Sold Right.

Chris Bernloehr & Brothers JEWELERS 139 East Washington Street.

We Have Diamond Rings from \$15 up to \$50 for Misses, in all the new mountings, from our own shops. Many exclusive designs.

J. H. REED, Jeweler 38 West Washington St.

Watches—Largest assortment. STERLING SILVER. RIGHT CUT GLASS. HAND-PAINTED CHINA. Call and see us. "We do Fine Optical Work."

Get the Habit of buying your Bakery Goods AT WHITE'S 33 South Meridian Street You will be well satisfied.

Blue Points 1c each I sell 1,000 where others sell 10 that's why mine are fresh; also imported beers on tap.

MUELLERSCHOEN "By That Depot."

DR. SWAIN'S HEALTH HOME 73 Middle Drive, Woodruff Place. Superior accommodations for chronic and nervous cases. New Telephone 327.

Perfect Shoe Fitting. All New Winter Models.

WASSON'S A Crash In Carpet and Rug Prices

EVERY Carpet and Rug Mill in the country has been striving to put off the day as long as possible—but it has come—and this department was in superb condition to take ample advantage. Cash purchases—nothing else would do these manufacturers, but as it meant a cut in prices of from twenty-five to fifty per cent. the inducement was strong. Will you share in these remarkable values? EVERY HOUSEKEEPER IN INDIANA IS INTERESTED. PRICES IN MANY CASES ARE CLOSE TO HALF.

100 Japanese and Cotton Rugs, average size 3x6x6 inches, some worth as much as \$3.00. Choice of any in the lot (slightly soiled)..... 98c

Wilton Velvet Carpets, a showing comprising all the season's best designs and colorings, first quality velvet, universally worth \$1.25, priced to-day, for the day only..... 89c

Imperial Brussels Rugs, 9x12 feet, splendid to wear, and these patterns are all new this season. An exclusive line with us. Usually sell at \$22.00. Special..... \$14.75

Axminster Rugs, the Royal grade, 3x6 feet size, all good patterns and worth \$7.00. Special..... \$3.69

Smyrna Rugs, Empress grade and that means best quality. Special offering, all good Oriental designs, worth one-half more— 6x9 feet..... \$10.00 7x6x10.6 feet..... \$15.00 9x12 feet..... \$19.75

Ruffled Net Curtains, 3 yards long, heavy French net, regular \$2.25 value, trimmed in lace and insertion, pair..... \$1.39

Plain and Striped Repp and Figured Damask, 50 inches wide, 65c value, excellent for upholstery and portieres, yard..... 39c

Point de Arab Curtains, handsomely corded, were \$7.50 pair. Sale price..... \$5.00

\$4.50 Cable Net Curtains, ecru and white, copies of Marie Antoinette and Renaissance, for..... \$3.75

Ruffled Net Bed Sets, full size, deep flounce, trimmed in durable lace, regular \$6.00 set, on sale at..... \$3.98

\$10.00 real Lace Curtains, in Brussels, Irish Point, Duchess and hand-made Arabians. Choice of the entire line for..... \$7.50

100 Tables, 20x22 square top, golden oak finish, a table that sells for \$1.00..... 59c

Combination Bookcase, 39 inches wide, 68 inches high, mirror above desk, good book room at side, \$15.00 value..... \$12.25

Princess Dresser, golden oak, highly polished, 49 inches wide, one large drawer, two small drawers, with 18x32 oval mirror, \$20.00 value..... \$15.75

New Arrivals in Boys' and Girls' Wear.

WASSON'S

Initial Linoleums, colors through to the back, the best known floor covering for wear, either domestic or imported, usually sell at \$1.50. Special..... 98c

1,000 Cocoa Mats, good size and very reasonable, always worth \$1.00. Special..... 69c

Superior Brussels Carpets, the ordinary \$1.15 value, swell new rug effect, in Oriental colorings, mostly have borders. Very good values at..... 85c

Tapestry Brussels Carpets, the regular 75c quality, mostly in star and hall effects, but a few parlor designs are here..... 48c

Extra Wilton Velvets, the next to the Royal grade for style and durability. We show 32 confined styles, and they are all new swell parlor and living room effects, usually sell at \$1.10. Special to-day..... \$1.10

IN THE FURNITURE STORE CURTAINS

It is marvelous—the rapid growth of this new furniture business—and yet in these days, when shoppers study the different lines so closely, compare styles, qualities and prices carefully, this splendid section is bound to get the best of it.

Couch, golden oak frame, steel spring construction, color biscuit tufting, covered in fine verona velour, \$26.00 value..... \$21.25

Library Table, golden oak, 22x40, heavy turned legs, one large drawer, \$13.50 value..... \$10.75

Morris Chairs, 30 styles to select from. Our special Morris Chair, golden oak, spring seat, heavy frame, broad arms, with velour cushion, hair filled, \$12.00 value..... \$9.50

Rocker, cane seat, golden oak, with high back and broad arms, \$25.50 value..... \$19.00

100 Tables, 20x22 square top, golden oak finish, a table that sells for \$1.00..... 59c

Combination Bookcase, 39 inches wide, 68 inches high, mirror above desk, good book room at side, \$15.00 value..... \$12.25

Princess Dresser, golden oak, highly polished, 49 inches wide, one large drawer, two small drawers, with 18x32 oval mirror, \$20.00 value..... \$15.75

H. P. WASSON & CO. Indianapolis Store.

LOGSDON BROS. FUEL CO.

COAL, COKE, WOOD PHONES: Main 288, New 1599. 11th STREET AND MONON R. R.

The Lambert Coal and Coke Co. We Sell Genuine Pocahontas Smokeless Coal—Best Coal for Furnaces.

New Phone, 2160 Old, Main - 315. Cor. Leota St. and Southeastern Ave.

MCCREA-GROVER COAL CO. CITY ICE & COAL CO.

COAL and WOOD 537-545 West Vinton Street

FRANK F. MCCREA M. A. GROVER. The Coal Man

TRY THE NEW COAL FIRM Reed & Graham

DEALERS IN HARD AND SOFT COAL AND COKE AND WOOD Hay, Grain and Feed. New Phone 6271. Old Phone, White 301.

Lump and Crushed COKE FOR SALE. Call and secure tickets.

The Indianapolis Gas Co. 49 South Pennsylvania Street.

Majestic Range Vonnegut Hardware Co. 124 EAST WASHINGTON STREET

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