

ROUTED. PROTECTIVE TARIFF PRICES

HAVE RECEIVED A BLOW AT THE

Remodeling - Sale

TAILOR MADE SUITS

At the Regular Price of Ready Made.

Stop and Think!

Why Should you pay a Profit when you can go to the Peoples' Store and buy Goods at Cost.

LEE S. WARNER,

ONE PRICE CLOTHIER, MERCHANT TAILOR, HATTER AND FURNISHER.

EPH JOEL'S OLD STAND CORNER MAIN AND WASHINGTON STREET

Store Open Evenings Until 8 P. M.

D.C. BARNHILL Funeral Director AND Embalmer.

Is now located in the new Binford block, South Washington Street.
All Grades of work furnished from the Cheapest to the Best. Residence, 415 S. Washington St.

IT'S A GOLDEN HARVEST

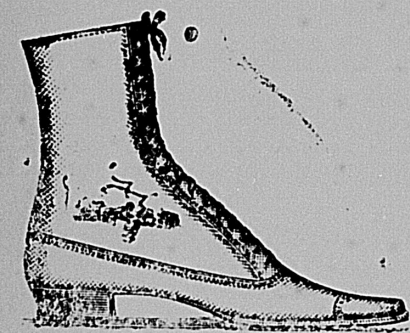
During the threshing season we can furnish nice

Fresh and Cured Meats.

Including Beef, Mutton, Veal and Pork in any quantity desired. Our Meats, like the harvest, are good and will be sure to please you. Come in and see us at 203 south Washington street.

Weil & Archey.

IT'S A GRAND DISPLAY!



Of all kinds of Footwear to be found at the

GRAND SHOE STORE.

We can suit you in the Style and Price. Give us a call.

YOUNGMAN & TRIBBY,

219 SOUTH WASHINGTON STREET

BUTLER UNIVERSITY
Co-educational. Competent instructors and every facility for thorough college work. Regular courses leading to degrees: Classical, Scientific, Theological, Pre-Medical, Professional. Special courses also in Language, Literature, Philosophy, Civics, History, Chemistry, Biology. Education and Physical culture required in all courses and without extra charge.
Best opportunities for mutual education. Comfortable boarding hall for women students. All buildings furnished with steam heat and electric lights. Location excellent. Expenses low. Fall term opens Sept. 5. Write for Catalogue. Secretary, Butler University, Indianapolis, Ind.
At Irvington, a suburb of Indianapolis.

HEAVY LOSS BY FIRE.

CHICAGO LUMBER DISTRICT SWEEP BY FLAMES.

Property Destroyed Will Aggregate Nearly \$3,000,000—Five Men Lose Their Lives—Wind Changes and Prevents Further Destruction.

CHICAGO, Aug. 2.—Fire started in the northwest corner of a lumber shed in S. K. Martin's yards at Lincoln street just south of Blue Island avenue, at 7:15 o'clock last night. Before it was under control it had swept into ruin half a mile of lumber yards, car works and smaller factories along the water front from Robey street almost to the Ashland avenue bridge and destroyed nearly \$3,000,000 worth of property.

How it started will probably never be known. John Mullin, a watchman, saw flames bursting out of the lumber shed and rushed to the alarm box at the corner of Lincoln street and Blue Island avenue. A storm had just blown up; lightning played vividly over the district, and a furious wind from the northwest carried the flames with fearful rapidity to the hundreds of lumber piles, some of them over sixty feet high, which are closely piled together over hundreds of acres of ground between the slips of the river and extending east and west for over four miles. One alarm was immediately followed by three others, and company after company rattled to the scene until over fifty engines were pumping water.

The fire started in a portion of the lumber district that was well nigh inaccessible save from the river. The general alarm followed so closely upon the first call that the fire department was taken unawares. Long weeks under a searching sun had made the lumber piles fresh fuel even for a spark.

Before the first engine arrived there was a fire that the entire fire department could not have checked within reasonable limits. The wind, which had been variable and favorable to the firemen, suddenly changed. The flames had been practically checked when the wind veered to the south and sent millions of sparks into the district northward. A dozen fires started without warning, scattering thousands of spectators who had secured what they thought to be safe places. When the wind changed the course of the million tongues of flame, a score of engines had to be removed. This meant more delay. The Santa Fe elevator on the other side of the river was discovered to be on fire. More than 1,000,000 bushels of wheat were in the building. The watchmen on the roof yelled and signalled to the fireboat a hundred yards away without avail. But a moment later the men on the fireboat saw the danger and hastened to the scene and soon had two streams at work. Freight cars on the track near the elevator were burned, but the blaze across the river dying out the elevator was soon placed beyond reach of danger.

Probably 100,000 people were attracted to the scene. Every fragment of cloud reflected as in a mirror the blaze. As far north as Kenosha, Wis., and from Aurora came telephone messages asking for information. The entire city turned out to see the conflagration.

The immense yard of S. K. Martin & Co., extending half a block on each side of Lincoln street from Blue Island to the river, was soon a roaring furnace of flame, and the fire was eating its way through the yards of Perley, Lowe & Co., adjoining S. K. Martin on the east. Each of these yards were estimated to contain from 25,000,000 to 50,000,000 feet of lumber, besides many thousands of shingles and cedar posts. The plant of the Wells & French Car company, employing 2,000 men and extending from Blue Island to the river, between Wood and Paulina streets, was next attacked by the flames. The firemen by hard work were able to save a portion of the plant, but the foundry, the main building of the works, was destroyed.

Near the river, in a corner of the block occupied by the Wells & French Car company, was situated the four-story brick plant of the Siemens-Halske company, manufacturers of dynamos and electrical appliances. The property was totally destroyed.

It was 8:30 when the roof of the big car foundry of the Wells & French company caught. The building was 300x60 feet and in ten minutes it was gone, and the shop building, another brick structure, 200x60 feet, was also annihilated. For an hour the firemen had been drenching the factory of the Siemens & Halske Electric company, but to no purpose. Eight hundred thousand dollars more went up in smoke and ashes. Thirteen engines were now lined up against slip A, only a block from the Ashland avenue bridge, and the wind suddenly veered round to almost due south and fell to a gentle breeze. At 11 o'clock the fire was under control, and the greater part of the big yards of R. F. Conway were saved. At the end of the dock the Barber Asphalt company's works were destroyed, and the Wakefield rattan factory was also in ruins. The fall of the wind stopped the onward career of the flames, which no number of engines could have accomplished.

About 2,000 men will be thrown out of employment by the fire as follows: Siemens-Halske Electrical company, 800; S. K. Martin & Co., 200; Perley, Lowe & Co., 200 and 500 employed by the smaller concerns.

Two lives are known to have been lost. Three other deaths are reported, but not confirmed. Several firemen

were injured, some of whom may die.

The dead: McGINN, Lieut. John, of the fire boat Geyer.

WOLLENFEL, Wm. knocked into the river and drowned.

UNKNOWN man reported knocked into the river and drowned.

UNKNOWN man knocked into the river and drowned.

UNKNOWN boy, 17 years old, burned to death.

The injured:

BURNS, Capt., fireman, hit in face with stream of water and eye badly hurt. Will recover.

FLAHERTY, —, fireman, badly burned by being thrown into the fire by a swinging line of hose.

ORAT, JOHN, 38 years old, pipeman of engine company No. 28, severely burned about face, body and arms.

MURPHY, DANIEL, Lieut., hook and ladder company, struck by flying brick.

FRANZ, J. P., fireman, hit by swinging line of hose and knocked into the fire. Badly burned; will recover.

RICHTER, Otto, fell from a lumber pile, had two ribs broken and injured internally; will die.

Missing:

MROS JOHN and wife.

It was probably the hardest fire which the firemen have had to fight in Chicago for some time. Chief Swenie said it was the largest fire of its kind that he had ever fought. He gave great praise to the work done by his men and said they could not have distinguished themselves better.

END MAY BE IN SIGHT.

Tariff Question Likely to Be Settled by Monday Night.

WASHINGTON, Aug. 2.—"Will the senate make a concession?" was asked of Senator Jones last night. "Not a concession," he laconically replied, but, he went on to say, "there is a spirit of conciliation evident now which I think will grow. I am no prophet, and my guess is not any better than that of any other man, but I believe that we will arrive at some understanding by Saturday night."

It is evident now that Mr. Cleveland will not yield entirely to the senate and that that body will not make any substantial concessions. The conference yesterday between the house and senate was taken up almost exclusively by a consideration of various compromises offered by the house conferees.

The President and those who represent him have all along declared for a substantial compromise with the senate, and the various schemes proposed from day to day are along that line. It is according to whether the compromise on any particular schedule is received by the senatorial conferees in a friendly manner or to the contrary that the stories of a speedy agreement are numerous or few.

There is a general feeling now that some sort of an agreement or basis of compromise as between the President and the senate will be reached not later than Monday night.

Sugar is still the chief point in the controversy, and when a surrender on either side is indicated in that schedule the end will not be far off. It was stated positively last evening by a senator who ought to know that the coal and iron schedule could be fixed up in a very short time if it were not for the position taken by the sugar men, and that the sugar trust was doing all it could to delay action on the tariff bill so that it could rush into this country the enormous purchases of sugar made abroad in anticipation of the new duty of 40 per cent ad valorem on the raw material.

RAINS SETTLE PHILLIPS FIRES.

Contributions Received Include a \$500 Check From Marshall Field.

PHILLIPS, Wis., Aug. 2.—The rains have settled the fires in this district and cleared the atmosphere of smoke and dust. Supplies of provisions, bedding and clothing continue to come, seven carloads and some smaller lots being received last night. Word has been received that twenty-eight carloads of lumber are on the way here for free distribution. The total amount of the cash contributions for the relief of the Phillips sufferers is \$2,612, including a donation of \$500 from Marshall Field of Chicago.

Illinois Republican Committee.

CHICAGO, Aug. 2.—John R. Tanner was placed at the head of the republican organization in Illinois yesterday by a unanimous vote. Charles A. Partridge of Waukegan was elected secretary, with Carl E. W. Willard of Joliet and Charles A. Stone of Chicago as assistants. Charles Goetz of Chicago, A. W. Berggren of Galesburg, and Daniel Hogan of Mount City were elected members of the committee at large. Chairman Tanner announced the executive committee as follows: T. N. Jamieson, chairman; Henry L. Hertz, W. T. Ball, and E. H. Morris, Chicago; Walter Reeves, Streator; C. P. Hitch, Paris; Charles A. Rannels, Pisgah; W. H. Hamline, Macomb; I. C. Copley, Aurora; L. S. Wilcox, Champlain; W. S. C. Rhea, Marion.

Broken Axle Causes a Bad Wreck.

LANCASTER, Pa., Aug. 2.—A broken axle on a train comprised almost entirely of coal cars caused a bad wreck on the Pennsylvania railroad at Pomeroy, twenty-five miles east of this city, at a late hour last night. Eighteen loaded coal cars were hurled from the track, and their contents, aggregating 400 tons of coal, were scattered in every direction, blocking all tracks and tearing up the rails. Two men were slightly hurt and four are said to be missing.

Troops to Be Sent Home Soon.

CHICAGO, Aug. 2.—After a conference with Mayor Hopkins yesterday afternoon Assistant Adjutant-General Bayle of the Illinois national guard stated that the commanding officers of the troops still in the field at Pullman and other points in that district expected to see the men ordered home this evening or tomorrow.

WAR NOW DECLARED.

JAPAN NOTIFIES THE BIG POWERS

That the Fight With China Will be Continued to the Bitter End—Apologize to England—China Is Very Active.

LONDON, Aug. 2.—The Japanese ministry at 2 o'clock this afternoon informed the Earl of Kimberley, the secretary of state for foreign affairs, that a state of war exists between Japan and China.

The declaration is made by the Exchange Telegraph company that war between China and Japan was formally declared at noon to-day by Japan.

CHINA WILL LEARN FACTS.

Official Investigation of Sinking of the Transport—Col. von Hannekin Saved.

LONDON, Aug. 2.—Mr. Hugh Mathieson of Hugh Mathieson & Co., and Jardine, Mathieson & Co., London and Shanghai, from whom the Chinese transport Kow Shung, sunk by a Japanese cruiser, was chartered, received a dispatch to-day from Tien Tsin, dated Aug. 1, saying that Col. von Hannekin, formerly aid-de-camp of Li Hung Chang, the viceroy of China, who was on board the transport when she foundered, was saved.

The dispatch adds that a court of inquiry has been opened at Tien-Tsin in order that all the facts in connection with the sinking of the Kow Shung may be known.

SENDS FORCES TO COREA.

China's Action Is Viewed With Alarm by Japan.

YOKOHAMA, Japan, Aug. 2.—A dispatch has been received here which is supposed to refer to the Kow Shung, but which may refer to the Chen Yuen. It says that a Chinese warship and a transport having on board 1,500 troops have been sunk by Japanese warships, and that a Chinese gunboat has been captured by the Japanese.

The government of Japan has been informed that Chinese reinforcements have been sent to Korea, which fact Japan considers a menace.

To Apologize to Great Britain.

TOKYO, Japan, Aug. 2.—The Japanese government has instructed its minister in London to apologize to Great Britain for firing upon and sinking the transport Kow Shung, while she was flying a British flag. The Japanese minister has been instructed to inform Great Britain that the commander of the Japanese cruiser did not know that the Kow Shung was a British vessel until after the fight.

APPEAL FROM COXEY.

Asks Congress to Issue \$500 Worth of Rations to His Starving Army.

MASILLOH, Ohio, Aug. 2.—"Gen." J. S. Coxey has issued the following appeal to congress:

On behalf of 400 hungry citizens of the United States now assembled near the capital, to secure redress of their grievances, the undersigned most respectfully petition that you immediately pass a resolution authorizing the secretary of war to issue \$500 worth of rations to relieve them in their present distress until food now in transit from the west, but detained on account of the strike, can reach them.

No Indemnity for Queen Lili.

WASHINGTON, Aug. 2.—The administration is informed that ex-Queen Lilioukalani's commissioners are here not to advocate annexation so much as to get a money indemnity for her ex-majesty. The indemnity will be asked for on the ground that President Cleveland publicly declared that the queen was overthrown through the wrongful acts of this country's representative. This, when the claim for indemnity is presented, will be admitted to be correct, and this will be the administration's reply.

"We did admit our wrong, but we then submitted a proposition to the queen for undoing it. Had she agreed the wrong would have been righted. She declined and that settled it. We can do nothing more."

Lutherans in Session.

CLEVELAND, Aug. 2.—The annual convention of the Lutheran Evangelical church of the Central Synod of Missouri, Ohio and Indiana was called to order in Zion church, here, yesterday. About three hundred and fifty delegates are in attendance. Rev. H. C. Schwan, formerly pastor of Zion church, delivered the opening address, after which various subjects of doctrinal thesis were taken up and discussed by the convention. The afternoon session was devoted to business matters of the church.

Severe Storm Sweeps Colorado.

HUGO, Colo., Aug. 2.—A terrific rain-storm swept over Lincoln county last night, doing great damage, particularly to the railroads. In the vicinity of Lake station on the Union Pacific several sections of track were carried away. Passenger trains were delayed many hours and wrecking trains were sent out from Cheyenne, Wells and Denver. Fear is expressed that the reservoir on the Big Sandy will break.

Spain Buys Three Cruisers.

LONDON, Aug. 2.—The Spanish government, as a result of its misgivings, officially expressed, regarding the possible results to the Philippine islands in the event of Japan becoming the dominant power in the east, has purchased three cruisers from English firms.

Iowa Populist Convention Postponed.

DES MOINES, Iowa, Aug. 2.—The populist convention has been postponed till Sept. 4.