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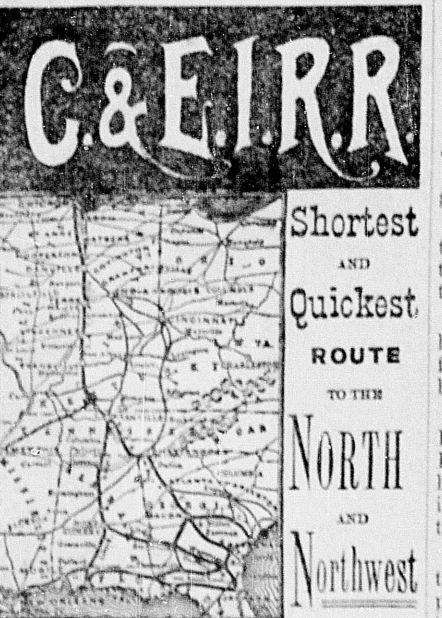
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## AFFAIRS OF THE RAILWAYS.

PRESIDENT MACKAY THREATEN-ED WITH A STRIKE ON THE P. D. & E.

The Extension of the T. H. & L. to St. Joseph and its Advantages to the Vandavia as a Feeder.

It is hardly probable that the Indiana & Lake Michigan, which is the extension of the Vandavia from South Bend to St. Joseph, Mich., will be completed by December 1, the time stated in the contract for its completion. There will be about forty miles of this new line between South Bend and St. Joseph when it is completed, and it is said that the track will be in excellent condition for a new road. It is laid with new seventy-pound steel rails and is well ballasted. As soon as it is completed, the new line will be turned over to the Vandavia for operation but in the opinion of several who are in a position to know the road will not be turned over for a month or more later than the contract and possibly will not be turned over before May 1st. By this date the Vandavia expects to have trains running over the new road and every indication points to the admission this gained to the Michigan lumber, berry and fruit region being vastly beneficial to the Vandavia. St. Joseph is only across the Southern extreme of Lake Michigan from Chicago and is accessible to the latter place by a short ride on the lake steamers. This gives the Vandavia another beautiful summer resort to add to her already long list of such places. Within a few hours ride from Terre Haute is Rockville, from which the Michigan coast is the most beautiful and picturesque spots in Indiana can be reached by a short drive over excellent roads. Next in order is Waveland, from which by a four mile drive the Shades of Death, or Garland Dell can be easily reached, and then comes Lake Maxinkuckee. Too much can be said of this lake as a place to spend the summer, and its facilities for furnishing an unbounded amount of pleasure are inexhaustible. Beyond Maxinkuckee is Prexy lake, Twin lakes and a number of others of equal beauty. By a change of cars Warsaw is reached and last but not least comes St. Joseph and Benton Harbor. This is a pretty good list of pleasure resorts for a line a little over 200 miles in length to furnish.

## Freight Brakemen and Conductors Make a Demand.

The freight brakemen and conductors on the Peoria, Decatur & Evansville, have made a demand on Master of Transportation Patterson at Mattoon, for the granting of certain rights to them or they will go on a strike, and it is more than likely their threat will be carried out, as Mr. Patterson has received orders not to grant the demand until after the case has been presented to President Mackay, who is at present in the East on important railroad business. Just what the men are demanding is not known at present. They are receiving standard wages, and they are asking for an advance they will be wanting more than the scale. A strike by the freight conductors and brakemen of the Evansville & Terre Haute and Evansville & Indianapolis railroads, of the Mackay system, occurred only last week because they claimed they were not receiving the standard scale of wages, as paid on the Peoria Decatur & Evansville road, and their demand was granted after they had been out two days. The officials are preparing for a general tie-up of their freight business on the road.

## Side-Tracks.

C. P. Huntington, the railroad millionaire has returned from Europe.

W. W. Ray, train dispatcher on the east division of the Vandavia, is sick.

John B. Eckman, superintendent of the Indianapolis Weighing Association, is in the city.

Geo. W. Howard, Grand Chief Conductor of the Brotherhood of Railroad Conductors is now located at Los Angeles, Cal.

The Mackay Lines will revise their entire stock of coupon tickets so as to meet the requirements of through passenger travel December 1st.

The present year thus far seems to have been singularly free from great fatalities on the railroads but there has been many minor accidents.

Chas. H. Rockwell, who succeeded G. R. Carr as general superintendent of the Hoeking Valley, is now fairly settled in his new position, and it is said that he intends making a number of changes in the official roster of the road.

Ed Elliott has resigned his position in the Vandavia and will accept a position in the freight and ticket office of the same company at Brazil. Dewitt C. Ackert has been promoted to fill the vacancy.

The Pennsylvania Railway Company intends to expend over \$2,000,000 in improvements on its lines in and about Philadelphia, chiefly in terminal extensions and betterment of wharf and freight handling facilities, switches, sidings and stock landings.

W. K. Vanderbilt, chairman of the Executive Board of the Lake Shore road, has returned to New York. It was the first time that he has been able to inspect the company's properties in two years, and he is highly satisfied with his trip and the inspection.

The Mackay syndicate is now securing the right of way between Reeson, Fayette county, and Centerville, Wayne county. Trains from Evansville, Ellettsburg & Richmond are now running from Evansville to eight miles above Seymour, a distance of 157 miles.

The Marshfield and Northwestern Railway has filed articles of incorporation. Capital stock, \$200,000. Object, the construction of a line from Marshfield in a southeasterly direction ten miles. Abbott Lawrence, T. H. Gill and others, all of Milwaukee, are the incorporators.

The Chesapeake & Ohio has adopted a new and novel switch signal. Each signal will be twenty-two feet above the track and constructed of iron and steel, which will enable the engineer to see the signal at a considerably greater distance than under the present style of signal.

The work of consolidating the offices of the Big Four and O. I. & W. has begun and will continue until all of the offices where there are two representatives and two forces of men have been consolidated into one. The first step in this direction has been taken at Springfield, Ohio.

The Chicago committee of the Central Trust Association has passed resolutions looking into the strict conformity to their rules in the matter of switching charges in and about Chicago. In order to enforce the rules all bills lading will go through the hands of their chief rate inspector.

President John King, of the New York, Lake Erie & Western, applied for membership of the Union Club, New York.

and was blackballed by the governing committee. King's name was entered by J. Pierpont Morgan, but in spite of that five black balls out of twelve were cast into the box.

J. A. Sturgeon, a brakeman on the Big Four, fell from a train near First street yesterday and was slightly injured. The train was a west-bound freight and was in motion when the accident occurred. He was taken to the hospital. He was badly shaken up, but was all right this morning and left the hospital.

On Sunday nearly every road running into Terre Haute changed time and at 7 o'clock this morning the Vandavia put on its new card. This completes the list, and to-day every Terre Haute road is running on a new card. The general arrangement of all of the cards is very good for the interest of this city.

The officials of the Louisville, New Albany & Chicago, state that they have hardly got matters running smoothly on the Louisville Southern since the new extensions were opened. The new line means for equipment and several extensions which the company proposes to make. An order for five new locomotives and 500 new freight cars has already been placed.

The cash fare slip is being introduced on the Ohio Valley. By this scheme, passengers who get on trains without tickets will be charged ten cents more than the fare. The conductor gives such passengers a cash fare slip which is good for the extra ten cents when presented at any of the company's offices. This has already been decided as illegal by the courts.

It is now stated on good authority that the Cincinnati, Jackson & Mackinaw went into the hands of a receiver simply for the purpose of reorganization on a better financial basis and to provide means for equipment and several extensions which the company proposes to make. An order for five new locomotives and 500 new freight cars has already been placed.

H. G. Young, second vice president of the Delaware and Hudson Canal Company, has issued a circular announcing the resignation of H. S. Murray, traffic manager, who will accept a position elsewhere. The office of traffic manager has been abolished. Freight matters will be looked after by Dudley Farlin, general freight agent, and J. W. Burdick will be general passenger agent.

It is said that of the twenty-one railroads centering at Chicago not less than sixteen are unable to fill their car orders. A Chicago paper predicts that if the present favorable weather for maturing the crops continues, there will be a famine in the West and Northwest, such as has not been known since 1855. This condition may be said to exist in this locality. All of the Terre Haute roads are short of cars.

The energies of the C. M. & St. P. have now been directed toward progress in lighting, and to-day attention is called to what are unquestionably the most perfectly appointed trains in this respect in the world. They have by costly experiment and costly study reduced the matter of electric lighting of trains to scientific perfection, and the introduction of several unique features has made possible the attainment of a degree of comfort unheard of heretofore.

E. P. Bender is now in London and says he has formed a syndicate with \$20,000,000 capital to construct a new line from Chicago to St. Charles Bay and connect with an Atlantic line of steamers for Liverpool. By building to St. Charles Bay the time it takes a steamer to run to New York, 1,153 miles, would be saved. By this route the distance from Chicago to Liverpool is 3,697 miles and the projected line would be 800 miles in length. The cost would be about \$20,000 per mile.

The offices of auditor, cashier, general ticket agent and car accountant of the Chicago and Ohio River road will hereafter be located at Kansas, Ill. J. L. Hamar is appointed auditor and cashier. Communications relating to the accounts should be addressed to him. Drafts for balances should be drawn on and remittances made to the cashier at Kansas, Ill. The office of general ticket agent and car accountant have been abolished and their duties will be assumed by the undersigned.

Vice President Reinhart, of the Atchison, says that it cost \$2 per cent. of the gross receipts to operate the road last year and 80th part of this year. His policy is to reduce the operating expenses 65 per cent., and says that they have already made a saving of \$15,000 per annum in their Boston office alone. In the past the company has paid out enormous sums of money for constructing lines, but the new management will put an end to that and operate the property in the way it should be operated to make a dividend paying road of it.

The approximate results of the Wisconsin Central's work for the first three months of the fiscal year, which period also dates from the beginning of the Northern Pacific contract, are as follows: Net earnings, July 1 to September 30, 1889, \$528,861; less Northern Pacific's half of saving by reducing operating cost of contract, \$45,512; balance, \$483,349; less deficit from interest on bonds, \$463,412; three months' charges at \$125,000, \$375,000; balance for income bonds, \$88,412; three months' interest on the income bonds now outstanding, \$80,000, surplus, \$8,412.

The Burlington & Missouri River has lately purchased and absorbed in its system the Denver, Utah & Pacific, which has a charter to build to Salt Lake and Ogden, and then to the coast. Along the proposed line the officers and large stockholders in the Burlington system have made large purchases of land. Where it was proposed that the Denver, Utah & Pacific should enter Utah, the country is a vast coal field, similar to that now being developed by the Rio Grande Western Railway Company. In this coal field large purchases have been made in the interest of the Burlington corporation as well as of private stockholders. In Salt Lake City the Burlington is the owner of large tracts of property, a fine entrance to the city and ample depot and yard facilities, all of which were secured some time ago. It is stated on good authority that the Burlington rails would have been down a long ways toward the Golden Gate before this if it had not been for the costly strike.

Borrowed Brilliance.

In the death of that 500-pound giant, New York sustains a very heavy loss.

When the stars above are not out shining they are probably locked up in the star chamber. New Orleans Picayune.

Babbitt, the famous soap man, is dead. It is hardly necessary to state that he left a clean record.—Yenowine's News.

The unmarried females of the country will be much interested in the work of the Patrons of Husbandry.—Rochester Post.

When a cashier goes to Canada his employer's face and his own accounts are the long and short of it.—Chicago News.

John L. Lullivan thinks his example has set young men to work. He is mistaken. His example has set men to striking.—Binghamton Republican.

## LUNA AND LUNACY.

The Influences of the Various Seasons on Minds Diseased.

The old idea that Luna and Lunacy have an intimate relation appears to be not wholly without foundation. This, at any rate, is demonstrated by the commissioners in lunacy for Scotland—that the seasons have a distinct influence on asylum statistics. The tables of admissions during the years 1880-7 show that there are two well marked periods—one in which the number rises considerably above the average, and the other in which it falls considerably below. The average monthly number for the eight years was 1,699. During the three months of May, June and July the number was 628 above what it would have been if the average number only had been admitted. On the other hand, during the months of October, November, December and January the number was 462 below what it would have been if the average number had been admitted. The table shows further that this rise and this fall are preceded by a gradual rise and a gradual fall, the rise taking place during February, March and April, and the fall taking place during July, August and September.

"The special frequency," the commissioners say, "with which asylum treatment is resorted to during the period from the middle of April to the middle of July corresponds with what has been observed by asylum physicians—that there is a tendency to an exacerbation of the mental disorder of patients in asylums during the early part of summer; and it is interesting to notice also that the statistics of suicide in the general population show that this occurs frequently during the same period."

The greatest number of recoveries take place during June and August, and they are fewest during the months of November, January and February. The regularity in the rise and fall of the numbers is twice interrupted. The rise is interrupted by a fall in April, and the fall is interrupted by a rise in December.

"It is considered probable that these interruptions are due to some causes which recur regularly at these periods, because they are well marked in character, and it is suggested that the December rise is occasioned, in part at least, by the annual statutory revision of the condition of patients in asylums during that month. This revision is made by medical officers of asylums with a view to determine whether they can properly give the certificate of the necessity for further detention in the asylum which is annually required to legalize the continued residence of all the patients who have been three years in an asylum. The occurrence of the large number of recoveries during the months of June, July and August is probably due to the large number of admissions during May, June and July, more than 48 per cent. of all of the recoveries which take place during the first year of residence occur within three months of the date of admission."—Pall Mall Gazette.

## NEW ALASKAN BEAR.

The Ursine Giants That Live in the Foot-hills of Mount St. Elias.

This country has certainly done its part in furnishing new species of bear. To the Old World list it has added the cinnamon bear, the true black bear, the roach back or silver tip, and, most terrible of all, ursus leox (the grizzly), the most formidable brute that walks the surface of the planet. Recent accounts from the Alaskan Alps indicate that America has even broken its own record.

Two miners, who had set out from Yakutat to prospect the foothills of Mount St. Elias, were crossing a valley densely wooded with yellow cedar, fir and hemlock on the southeasterly side of the mountain, and had sat down to rest for a few minutes on an immense log, when they heard a slight noise at the far end of it. Following it, they saw a animal resembling a bear in size and color, but of a different shape, and the head seemed rather broader, and the color, at a distance of a dozen yards, was that of a silver-gray fox or a brindled wolf. Three slugs, delivered in quick succession from a Winchester in the hands of one of the miners, laid the animal lifeless in the thick, soft moss beside the huge log. In all general particulars the creature was then found to be a bear, but his pelage was made up of a thick undercoat of fur of a slate-gray color, out of which grew a second coat of longer, coarser hair, both black and white, giving the beast its peculiar bright gray and black tints. The skin seemed to be so fine that the men took it off, and on their return trip, two days later, carried it to Yakutat. It proved to be a considerable prize, for a trader offered them \$50 for it. In an adjoining Indian village they saw another similar skin, for which the natives had refused \$100, which was used as a hunters' talisman. A chief had killed the animal.

The trader told the two miners that hides of this bear were occasionally brought in by the native hunters, and that he had never heard of them elsewhere. Several other furs were examined, and the statement that this species of the genus ursus is peculiar to the foothills and valleys of the St. Elias range. It is distinguished at Yakutat by the hunters and trappers of that region from the black and grizzly by the name of the St. Elias bear.—Alaskan.

## England Beware!

"William!" exclaimed Mrs. Highstrung, as she laid down the paper. "There's likely to be a war with England over Behring sea."

"What do I care?" growled her spouse, who took no interest in military matters.

"I don't care what you care or don't care," returned Mrs. Highstrung, with some vehemence. "This war is about seals, and if England wins they can charge any price they please for seal-skin sacks, and I ain't got one yet. If a war breaks out you've got to go and fight for y'r country, d'ye hear?"—N. Y. Weekly.

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It is an absolutely new map, just engraved, with additions and corrections to date. It is double the size of Rand, McNally & Co.'s old Pocket Map of the State, which it replaces, though sold at the same price.

The Map is 21 x 28 inches, on a large scale, colored to distinguish counties, with a thorough and comprehensive index compilation showing, in detail, the entire railroad system, the express company doing business over each road, and accurately locating all cities, towns, post offices, railroad stations, villages, counties, islands, lakes, rivers, etc.

The compilation designates the branch or particular division of railroad upon which each station is situated; the nearest mailing point of all local places, money-order post offices, telegraph stations, and the express company doing business at the points where the several companies have offices.

The map is folded and bound with the index and compilation in a flexible cover. Sent, post paid, to any address, on receipt of price, by

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Engines, Boilers, Mill and Mining Machinery.

Architectural iron work a specialty. Dealers in belting, bolting cloth, pipe, brass goods and all kinds of mill and machinery supplies. Engine and boiler repairing promptly attended to.

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WANTS EVERY ONE TO KNOW THAT HE DOES ONLY

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VANDALIA LINE.

CHANGE OF TIME.

ADDITIONAL TRAINS.

On and after Monday November 11th, 1889, trains will arrive and depart as follows:

ARRIVE FROM EAST. DEPART FOR WEST.

No. 5—10:15 a. m. 10:21 a. m.

No. 3—2:00 p. m. 2:10 p. m.

No. 21—2:05 p. m. 2:10 p. m.

No. 3—6:45 p. m. 1:42 night

No. 1—12:30 night 1:42 night

ARRIVE FROM WEST. DEPART FOR EAST.

No. 4—12:42 noon 12:47 noon

No. 3—2:10 p. m. 2:30 p. m.

No. 3—7:00 p. m. 5:05 p. m.

No. 2—12:30 night 1:30 night

No. 6—1:42 night 1:53 night

Trains Nos. 2, 3, 4 and 5, run daily, except Sunday.

All other trains run daily.

Train No. 20—Pennsylvania Special, leaving at 12:47 noon has Vestibule Dining Car and Sleeping Car, through to New York, arriving there at 4 o'clock the next afternoon. This train has an immediate connection at Harrisburg with the Baltimore & Annapolis at 1:15 p. m., and Washington City at 2:25 p. m.

Parlor cars between Indianapolis and Saint Louis which arrive at Baltimore at 1:15 p. m. and Washington City at 2:25 p. m.

Train No. 6 has through sleeping cars for New York and Washington City.

The dining cars on trains Nos. 20 and 21 are models of elegance, and the cuisine equals that of the best hotels. Meals are served at 75 cents each.

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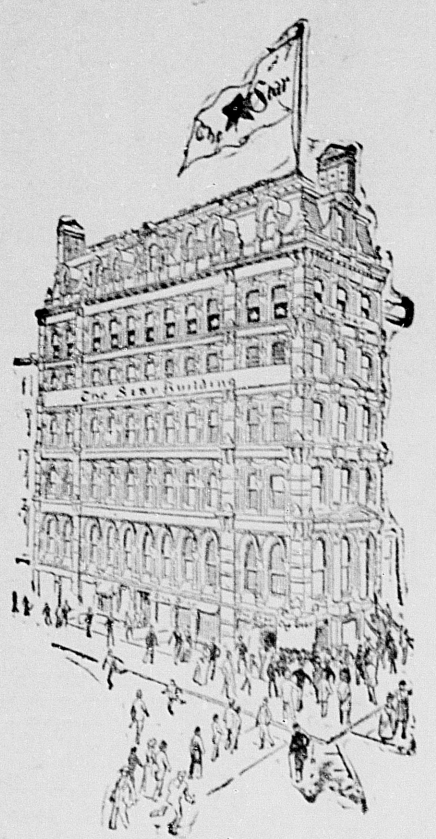
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## PROSPECTUS.

## THE NEW YORK STAR

A Daily and Weekly Newspaper.

PROSPECTUS FOR 1889.



THE STAR BUILDING.

THE NEW YORK STAR passed into the hands of new managers in November last, and a new corporation is now in full possession and control of it.