

BARGAINS

There are a few exceptional bargains advertised in the Times to-day. Have you seen them?

LOOK OVER THE ADS.

Best Equipped Repair Shop in the State
G. W. HUNTER
AUTOMOBILE GARAGE
Compressed Air FREE
Bowser Gasoline System
51 S. HOMAN STREET
Phone 122, Huhn Block, Hammond, Ind.



Why not let us advance you enough money to pay all your small bills?

Then you will have only one payment to make once a month. Instead of three or four, and besides it will keep your credit good where you trade.

We advance money in any amount to Farmers, Furniture, Horses, Wagons, etc., and leave them in your possession.

The payment can be adjusted to suit your income and you get a rate at which you pay your account before it is due.

We transact business in a strictly confidential manner and will be glad to explain anything you do not understand.

HAMMOND LOAN & GUARANTEE CO.

146 So. Homan St.

Open Monday, Tuesday and Saturday evenings.

Phone 287.



There Is Comfort

WHEN A MAN'S SALARY STOPS
Through sickness, failure of his employer, or a suspension of business, to feel that you have something to fall back on in your hour of trouble.

Put a small amount each week in savings in a good, reliable savings bank, like the

Citizens' German National Bank

ONE DOLLAR STARTS A SAVINGS ACCOUNT

HOW BLODGETT FIGURES IT OUT

Democratic Paper's Writer Says Gary Demos. Admit G. O. P. Victory.

THINKS A HEARSE IS NEEDED

Indianapolis News Staff Man Figures On Only 1,400 Votes in the City of Gary.

W. H. Blodgett, the Indianapolis (democratic) staff man, has been Gary for a week getting a line on the situation. In a dispatch to the paper Blodgett said:

Gary, Ind., Oct. 12.—All the political parties are talking of band wagons in the county, but really there is more need of a hearse in some parts of it.

The republicans are naturalizing the foreigners in droves at Gary, Whiting and Indiana Harbor, and in those three places the democrats have practically no organization. They have a good organization at Hammond and Crown Point, and outside of those two places everything is running at loose ends, as far as the democrats are concerned.

A meeting was held here the other night by a few leading democrats of the county, who decided to perfect an organization outside of the county committee. That is the situation in a nutshell.

The people who live a long distance away from this place have a mistaken idea of the voting strength of the town of Gary. The town has a population of about 15,000, and nearly all of these people have come here in the last two years, and the natural supposition is that there is a great vote here. But a careful investigation made by the managers of both political parties shows that the total vote in Gary this year will not exceed 1,400, and may be as low as 1,200. Of this total the republicans say they will have a plurality of 300. The democrats admit a republican plurality, but cut it below 300.

BADGE IS VERY FUNNY

B. N. Fendig received a badge from Frank Meyer, the assistant postmaster at Gary the other day. It is a democratic badge, given out in Gary to influence the votes of men who want saloons reinstated there.

The badge reads "Vote the INDIANA STATE REPUBLICAN TICKET if you want to be a camel." The inference to be gathered is "If you want to live in a desert and go thirty days without a drink vote the republican state ticket." And there is, of course, another inference to the effect that "If you want saloons reinstated in Gary you should vote the democratic state ticket."

Well, there are a lot of people down this way that don't mind the camel comparison; they would sooner be like a camel than fish. The badge is really funny, but it will be better political argument in Gary than it would in Rensselaer.—Rensselaer Republican.

Try a Want Ad in the Times.

TIME TABLE

THE CHICAGO, LAKE SHORE & SOUTH BEND RAILWAY CO.

Trains for GARY, HARBOR JUNCTION, EAST CHICAGO, MICHIGAN CITY, SOUTH BEND and all intermediate points leave HAMMOND:

** 5:10 A. M.	** 3:20 P. M.
*** 6:10 A. M.	*** 4:10 P. M.
** 6:50 A. M.	** 4:50 P. M.
** 7:30 A. M.	** 5:30 P. M.
*** 8:10 A. M.	* 6:10 P. M.
** 8:50 A. M.	*** 7:10 P. M.
** 10:50 A. M.	** 7:50 P. M.
*** 11:50 A. M.	*** 9:00 P. M.
** 12:30 P. M.	** 10:10 P. M.
** 1:10 P. M.	** 11:30 P. M.
*** 2:10 P. M.	

*Limited train stops at Gary, Harbor Junction, East Chicago, Miller, Dunn Park, Michigan City, Hudson Lake and New Carlisle ONLY.

**Hammond and Gary ONLY.

***Local trains Hammond and South Bend.

H. U. WALLACE,
General Manager

Effective Sunday, September 6, 1908.

GAS IRONS! REGULAR PRICE \$4.00

THIS WEEK \$1.50

South Shore Gas & Electric Co.
PHONE 10
147 SOUTH HOMAN STREET

FIRST GAME AT LOWELL

About twenty ex-college men of Gary are interested in the organization of a Gary football team. The candidates, which they now have for the various places on the team, average 178 pounds which is going some.

At the first meeting of the players Watt Forst was elected captain of the team, and he has ordered the boys to come out for practice every night from 2 to 4 o'clock. The practice is being held on the old baseball grounds.

The boys are rapidly getting in shape and they will be ready for their first game, which is scheduled with Lowell at Lowell next Sunday. Those who will contest for the various places on the team are: E. T. Johnson and R. Burns, center; Duke Wellington, Franklin, Glen and Henry McClure, quarterback; Watt Forst and Tennett Glen, rightguard; J. R. Barry and R. Johnson, left tackle; C. H. Clare, right tackle; Harry McClure, right half; E. Berry and Ned Grimes, left tackle, and Lee Gardner, full back.

FATALITY NARROWLY PREVENTED.

(Continued from page 1.)

of the C. T. T. railway. An engine, in charge of Engineer Edward Funkhouser, of this city, was coming east. The two witnesses declare that the motorman must have known that he could not reach the crossing before the engine. Nevertheless, it is said, Schroeder turned his lever to the highest notch and the car forged ahead at its increased speed. No attempt was made to allow the usual "safety run" by the conductor, with the result that the car and engine came together with a terrible crash. Splinters and steel flew in every direction. Motorman Schroeder saving his life by jumping from the platform and abandoning his car some fifty feet from where the accident occurred.

The engine was pushed from the track, so great was the force exerted against it, and the entire front of car No. 60 demolished. A large crack also extends along the central part of the car. Had the accident occurred but fifteen second earlier, the entire car would have been ground to pieces and loss of life resulted. Engineer Funkhouser remained at his post until the engine was brought to a standstill, sustaining several bad bruises, as did also Conductor Brandt, of the street car service. The two witnesses on the rear platform succeeded in jumping from the car when the danger became apparent, and are reported to have received severe bruises.

Fortunately, the C. T. T. engine was one being used to take the wrecking apparatus to Millers Station, and it was immediately diverted to the local service. The engine was replaced on the rails in about two hours and the traffic resumed. The street car, however, was in such shape that it could not even be taken to Michigan City for repairs, and is now isolated in the old barn in Indiana Harbor waiting for some disposition by the officials of the line.

As a result, Chief of Police Higgins has issued orders that any street car conductor found not flagging railroad crossings in conformance with the law will be vigorously prosecuted. The rotten negligence of duty on the part of Motorman Schroeder and Conductor Brandt are also to be called to the attention of the officials of the company and an explanation demanded from them. It is understood that it is not an uncommon occurrence for street railway men to merely glance from their car doors and tell the motorman to proceed across the crossing, and a strong effort should be made to stop this practice of endangering the lives of passengers of the local system.

MARSHALL QUIZZES HIS OPPONENTS.

(Continued from page 1.)

In 1891, after Alonzo Green Smith, democratic attorney general, had given an opinion that the deputy auditor was perfectly competent to fill the two positions. A similar opinion is recited from William L. Taylor, former attorney general and a republican.

ANSWERS SECOND QUESTION.

Auditor Billheimer, in answering a second question by Mr. Marshall, denies that the investigating committee at the state house allowed one officer holder to return \$300 which he had unlawfully taken and had allowed this man to continue to hold his office and had withheld his name from the public if Marshall knew of such a case "you should have made it public without instigating that some officer had so taken the money and that his act had been covered up by the investigating committee."

In conclusion Mr. Billheimer said: "In your speech at Elwood, you make the statement that all the figures used in your speeches were obtained at the state house." I must kindly remind you that many of the figures you use relative to the cost of the state administration and with reference to the reference to the assessed value of the corporate property of the state as made by the state board of tax commissioners were not gotten at the state house. The records do not have such figures as you used."

MADAMS ALSO BUSY.

Mr. McAdams, asked by Mr. Marshall if he were not appointed attorney for the railroad commission at a salary of \$4,000 a year after he had resigned as a member of the commission, was the first to reply. The question was asked Saturday afternoon and the answer was on its way Saturday evening. Mr. McAdams pointed out as did Mr. Billheimer that even a casual examination of public records would have afforded an answer and prevented the insinuation that was contained in the question.

The republicans have decided to answer all future question promptly and fully. They dislike the personal aspect that the campaign has assumed, but explain that they can not be held responsible if the democrats insist upon asking foolish questions which imply dishonesty, crookedness and sham.

Stocks, Grain and PROVISIONS

Latest Events in the Markets

Special Wire to
The TIMES

NEW YORK STOCK MARKET LIVE STOCK MARKET.

Union Stock Yards, Oct. 13—Hogs, 15,000 headed, left, 4,270 head. Light, \$5.50@6.10; mixed, \$5.60@6.30; heavy, \$5.60@6.35; rough, \$5.60@5.80. Cattle receipts, 8,000; market slow, with weak. Sheep receipts, 22,000; market weak.

Hogs Cattle Sheep

Omaha 1,000 7,500 16,000

Kansas City 20,000 22,000 26,000

Union Stock Yards, 9 a. m.—Hogs market slow to 10c lower; estimated

average, 28,000 head. Light, \$4.40@

5.25; mixed, \$5.50@5.25; heavy, \$5.50@5.75.

Cattle slow, generally steady. Beefs, \$3.40@7.40; Texas, \$3.40@5.10; bacon, \$3.40@4.10; western, \$2.10@5.70; stockers, \$2.60@4.50; cows, \$1.60@5.20.

Sheep, with Native, \$2.50@4.40; western, \$2.60@4.40; lambs, \$4.00@5.00; western, \$2.75@5.00.

Union Stock Yards, Oct. 13—Hogs close, weak; 10c lower; estimated

for tomorrow, 26,000. Light, \$3.50@

6.00; mixed, \$5.50@6.20; heavy, \$5.50@6.70. Cattle steady;

sheep steady.

WEATHER FORECAST.

Weather Map—Extremely northwest, 24 to 45° clear; northwest, 45 to 62° partly cloudy; west, 62 to 80° clear; southwest, 80 to 88° clear; Ohio valley, 88 to 92° clear.

Montana—Probably rain tonight and tomorrow; colder tomorrow.

HEARD ON THE BOURSE.

Financial Bureau—Atchison should go higher, it has a big shortage. Southern Pacific should be bought and held. Its financial matter may be announced after election. Union Pacific and Reading will meet a little stock on further bulges but should be bought on all reactions in case the offerings are removed higher prices are likely.

Northern Pacific and Great Northern are particularly well bought and we expect to see them at much better levels later. The Union Pacific bond issue will probably be ratified at today's meeting. Important developments are expected at the Erie meeting. Reports continue to refer to accumulation of Amalgamated. A bull tip is noted on Lead, also Smelters. We believe M. K. & T. will reward the patient purchaser.

Joseph—Keep an eye, two eyes, on Steels and Copper. These are surely going up. Do not disregard International Pump. St. Paul is exceptionally good. William Rockefeller values it considerably above 160. Consolidated Gas is scheduled for an important rise. Bull Union Pacific.

Chicago—Wheat opened 1/4 to 1/2 higher, principally on private reports of half-point decline in consols at London, but the advance met resting orders to sell. Armour and Logan principal sellers of December from 101 1/2 up.

Corn opened easy, turning firm with wheat and recovering the early loss. Trade very light.

Oats opened steady to 1/4 off; easy on the liberal receipts. Armour sold May. Field bought December.

NOTES

NOTICE OF FINAL SETTLEMENT OF ESTATE

IN THE MATTER OF THE ESTATE OF CHARLES BOOTH DALY, NO. 277, IN THE LAKE SUPERIOR COURT, SEPTEMBER TERM, 1908.

Notice is hereby given to the heirs, devisees, executors, administrators, and friends of Charles Booth Daly, deceased, to appear in the Lake Superior Court, held at Hammond, Indiana, on the 4th day of November, 1908, and show cause why the Final Settlement Accounts with the estate of said deceased should not be approved, and said heirs are notified to appear and meet the same at the time and place of the final settlement.

Witness the Clerk of the Lake Superior Court, at Hammond, this 13th day of October, 1908.

ERNEST L. SHORTRIDGE,
Clerk Lake Superior Court.

NOTICE TO NON-RESIDENT
THE STATE OF INDIANA, LAKE
COUNTY, IN THE LAKE SUPERIOR
COURT, SEPTEMBER TERM,
1908, WALTER A. WALL, WILLIAM
JOHN WALL, CAUSE NO. 504.

ACTION TO DIVORCE.

NOTICE to the plaintiff by G. C. Wall, attorney, that he has a complaint herein, together with an affidavit of a competent person showing that the defendant, William J. Wall, is now a citizen of the State of Indiana.

Said defendant is therefore hereby notified of the pendency of said action and that the same will stand for trial on the 20th day of October, 1908, at the time and place of the final settlement.

Witness the Clerk of the Lake Superior Court, at Hammond, this 13th day of October, 1908.

ERNEST L. SHORTRIDGE,
Clerk Lake Superior Court.

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