

# SWIFT'S SPECIFIC

IS NOT one of the old worn-out, potash, mercury, sarsaparilla, thousand doses for a shilling medicine. It is a remedy which never fails in Blood Diseases, and always builds up the general health of the patient.

**Cured Himself and Her Child.**  
S. S. Swift has relieved me of a terrible scrofula from which I had suffered for years. It affected my nose first as catarrh, then cancer of the nose, and continued to eat until it destroyed the soft bone in the right side of my nose, then went to my throat and later on to my lungs, and it looked as if I was doomed. S. S. Swift cured me, and has also cured my little daughter of the same disease. MRS. N. J. KITCHEN, Mackinac, Ind.  
Treatise on Blood and Skin Diseases mailed free. SWIFT SPECIFIC CO., Atlanta, Ga.

## AMUSEMENTS.

### NAYLOR'S OPERA HOUSE.

TO-NIGHT:

### R. D. MacLEAN,

MARIE PRESCOTT

And a STRONG COMPANY presenting Dr. Bird's prize tragedy made famous by Forrest and McCullough.

### Spartacus

THE GLADIATOR!

A great performance. Don't fail to attend.

### NAYLOR'S OPERA HOUSE

Wednesday, October 1st.

Frank Senger's Broadway Theater Co.

Presenting Archie Hunter's successful play,

### Mr. Barnes of New York

SPECIAL NOTICE: The production of this play in scenery, costumes and cast will be worthy the extraordinary success of the novel.

Sale of seats Monday, September 29. Prices, \$1.75, 50 and 25 cents.

### NAYLOR'S SPECIAL.

POSITIVELY ONE NIGHT ONLY.

The Musical Event of the Season!

THURSDAY, OCTOBER 2.

### Emma Juch

GRAND ENGLISH OPERA CO.

150 Members, 20 Great Artists.

The Juch Grand Orchestra.

Under the direction of Locke & Davis, in a grand spectacular production of Weber's

mal-dieu opera.

### THE FREISCHUTZ

Introducing the strength of this great company.

Prices \$2.00 to 50 cents. Sale opens Monday, September 29th.

### PROFESSIONAL.

### DR. CATARIN, TAIKOT, AND NEVINS.

CHRONIC DISEASES, TUMORS, GLEETS, SUPERFLUOUS HAIRS REMOVED. 607 HUNTS, 9 to 11 a. m., 210 p. m., 140 South Sixth street.

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Northwest Corner Seventh and Main, opposite Terre Haute House.

### WILL E. BELL,

PHYSICIAN AND SURGEON.

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Fine Gold and RUBBER PLATES a specialty.

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Perfect Fitting, Best Wearing, Strongest Made, Cheapest for Quality

Thomson's R. H., \$1.00

Thomson's C., 1.50

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Thomson's Nursing, \$1.00

Thomson's Abdominal, 1.50

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Thomson's Young Ladies, 1.50

ALL THE ABOVE GRADES ARE FOR SALE IN TERRE HAUTE.

ASK FOR THOMSON'S.

### SHOE FINDINGS.

### LEATHER!

Nothing like it! Cut soles and findings! Buy of DUENWEG.

## AFFAIRS OF THE RAILWAYS.

### THE MONON TO ENTER CLAY COUNTY COAL FIELDS.

A Scheme to Build to Brazil From Greencastle Junction—The Other Roads Not Favorable to the Scheme—Notes.

The threatening attitude of the Monon has stirred up the Vandalia the Big Four, the Eastern Illinois and the Chicago & Indiana Coal roads. The former contemplates building a branch line from a point near Greencastle Junction to the Clay county mines. The Big Four would be probably the heaviest loser on a move of this kind on the part of the Monon but the other lines do not care to have a competitor in the field. The Vandalia would doubtless profit by the move as it owns nearly all of the sidings and would draw a certain amount of revenue from switching charges, but it would forever preclude the possibility of the Vandalia carrying any coal for the Monon from Brazil to Greencastle Junction. The Big Four now runs regular coal trains from Carbon to its junction with the Monon, and the traffic is all turned over to the latter there. This traffic is a big item alone in the business of the Big Four and would all be lost should the Monon make the contemplated move.

### THE FIRST LOCOMOTIVE CAB.

Interesting Reminiscences by William H. Ross, a Veteran at Railroading.

William H. Ross, a cheery old gentleman and one of the best-known West Side citizens here, has had a busy life and many interesting reminiscences of early railroading, says the New Haven Register. Mr. Ross is seventy-six years old, hale and rugged, and his bright-faced wife is just as smart as he is. Two years ago they celebrated their golden wedding.

Mr. Ross was one of the first employees of the Norwich & Worcester railroad, which was one of the first railways constructed in the country. "In 1842," said he to a Sun reporter, "I built the first cab for a locomotive ever used in New England. Before that time the engineer and fireman on a locomotive were totally without shelter on the road. They stood right out in the open air, exposed to all sorts of weather, and the only protection to them—if you will call it protection—was the dome of the boiler. One stood on one side of the dome, the other was on the other side of it. Finally they got tired of snow and rain driving in their faces and the company told me to see if I couldn't contrive some sort of a shelter for them. I had charge of the repairing for the company then, and I went to work and turned out a pretty fair sort of a cab. It protected the men, but was a great curiosity to everybody. I put it on the engine General Putnam, and it proved to be a great success. It was very much like the cab used now.

"I also built the first snow plow for the Norwich & Worcester Road, and I rather think it was the first one ever used in New England. It was first used in the winter of 1843, but the workmen had been careless in plating it, so on its trial trip the iron scraper flew off and dented the locomotive and the engineer was killed.

"The first locomotive used on the Worcester road," added Mr. Ross, "came on a vessel to Norwich and was drawn through the streets of the town. It excited a great deal of interest and curiosity, and was followed through the city by a big crowd. It was pulled on the road in 1838 or 1839, I believe. Its name was the Norwich and the engineer who drove it was named Robinson."

### Railway Roundings.

L. G. Hatch, traveling passenger agent of the Cotton Belt route, is in the city.

George D. Maxfield, traveling passenger agent of the Wabash, is in the city.

Charles T. Appleby, district passenger agent of the Santa Fe-El Paso line, with headquarters at Pittsburg, was in the city to-day.

The Eastern Illinois has placed an order with the Baldwin locomotive works for five new mogul engines, to be delivered within the next ninety days.

It is said that the Eastern Illinois will sell off the remainder of its small engines, which are considerably too light for the passenger trains now running between this city and Chicago, and order heavy new passenger engines in their stead.

President Harry Crawford, of the Indiana Midland, now has agents out securing rights of way southward from Wabash through Bridgeton, towards this city, and it is said will have a force of men at work as soon as the right of way is secured. It looks as though President Crawford meant business and that the Indiana Midland would soon enter Terre Haute.

Early next Spring, the Eastern Illinois will begin the work of putting in new steel bridges to replace the wooden structures now remaining on the system. There are but few left and among the first to be removed will be the one at Clinton. This work was begun under the direction of Vice President George O. Kimball and was found to be such a diversion in the cost of the maintenance after the original cost is paid that the work will now be completed.

There has been much dissatisfaction among the mine operators at Brazil and in Clay county with the facilities furnished by the Eastern Illinois & Chicago & Indiana Coal roads for handling the coal output. Negotiations were opened some time since with the Monon for a branch line to Brazil and on the day on which the operators met President Porter arrived at Brazil to assist George O. Kimball and was found to be such a diversion in the cost of the maintenance after the original cost is paid that the work will now be completed.

A gentleman who knows whereof he speaks tells an interesting story of the Toledo convention of the Brotherhood of Railway Conductors which was not told in the press dispatches. There was a certain faction which favored Toledo and backed by Mayor Hamilton and others they were very outspoken in their demands. This faction did not compose a third part of the delegates present and while there was a strong feeling in favor of Terre Haute there was no one to push the claims of this city as they should have been pushed and thus we lost the day. The faction which even was, however, so largely in the minority that there was no considerable dissatisfaction and it is hardly probable that Toledo will be headquarters of the order for more than one year. At the expiration of this year Terre Haute will again have an opportunity to grasp what is justly her own. Should the con-

there is but little doubt that the remaining two orders of the federation will locate here, in order to have headquarters for the Supreme council. Grand Master Wilkerson, of the brakemen is known to favor Terre Haute.

### STATE NEWS.

A mad dog bit two children of John Edwards at Peru.

Alexander Breckenridge heads the Putnam county Republican ticket for the Legislature.

Christian Wiegand, of Evansville, dissipated and dependent, committed suicide by swallowing "Rough on Rats."

Hon. Orlando Kimmel, of Noble county, whom the Republicans nominated for Congress in the Laporte district, has declined to make the race.

Irving Jay Steninger, of Rochester, the infant orator, continues to electrify Northern Indiana audiences by his ability as a declaimer, although he is only 6 years old.

Charles H. Green, switchman in the Louisville & Nashville railway yards at Evansville, while assisting in making a running switch, was caught and crushed to death.

Robert Burton, son of Judge J. W. Burton, of Washington, accidentally fell from an express train near his home, and lay all night in the bushes unconscious. He was terribly injured.

A brakeman named Wall, of Mount Carmel, Ill., attempted to induce Ida Brooks and Lizzie Turpin to leave their homes at Princeton, and was set upon by friends of the women and dangerously stabbed.

The late ex-Congressman Heilman, of Evansville, bequeathed \$10,000 to his son George, \$50,000 to William, \$80,000 to Frederick and \$22,000 to his daughter Mary, leaving the remainder of his estate to his wife.

By the explosion of the boiler in the tile mill at Deedsville at noon yesterday, Charles Deeds, the engineer, was instantly killed, his whole head being blown to pieces. George Abbott and Elijah Shoemaker, employees, were badly injured.

A murder was committed at Walton, a small town ten miles from Logansport, on Saturday night. Martin Schaffer, an old farmer, became involved in a quarrel with Edward Lowry, a young farmer, and Schaffer struck Lowry with a stone on the side of the head, knocking him senseless. Lowry never recovered consciousness.

Martinsville Mention.

H. C. Reinhold, of Casey, was in the city Sunday.

Mrs. C. K. Douglass and Chas. Howard are in Chicago.

Walker Miller went to Sidney, Ill., Monday.

William Blankenbaker has returned from Edgar county.

C. L. Sutherland, of Davenport, Iowa, was in the city, Saturday.

Miss Irene Frankenberg, of Westfield, spent Sunday in the city.

Robert Tucker, an operator on the Missouri Pacific, was in the city, Monday.

G. Halleck Rowe went to Galesburg, Sunday, where he will work in a music store.

Lem Doran, mentioned in Saturday's News, was interred in the Baird cemetery Sunday.

Arnold Fasig returned to Terre Haute Saturday, after a week's visit in the city with relatives.

B. F. Mecum, salesman of D. H. Baldwin Piano Co., of Terre Haute, was in the city, Monday.

Thomas Porter, accompanied by Mrs. T. E. Denkey and daughter Hattie, were in the Richwoods Sunday.

It Pays The Best.

There is to be, in Detroit, a convention of the managers of advertising departments of various extensive business houses. They will agree, we believe, that the best paying advertising is done in the regular legitimate way, in publications of established reputation. Much money is thrown away in advertising on the theory that all advertising is good, though some kinds are better than others, and that therefore, a miscellaneous policy cannot go wrong. But it stands to reason that business principles should be applied to advertising as well as to anything else, and that money spent for advertising should be placed where experience has shown it to do the most good.

Police Commissioners Meet.

At a meeting of the police board held last night Patrolman Box was restored to duty with instructions to not leave his district without permission. James Merriman, blacksmith at the Keyes Manufacturing Company, was appointed to succeed Cook, removed.

George Haller, an old and most faithful and excellent patrolman, surprised the board and his fellow-officers by tendering his resignation. Mr. Haggerty will recommend a Democrat to succeed him. It was said that Patrolman Couch would resign at the next meeting of the board.

Lafferty's Action For Libel.

J. G. McNutt, the lawyer, has gone to Cincinnati. Depositions were taken there to-day by the O. & M. Railroad Company in the \$100,000 damage suit brought by Michael Lafferty against that company for alleged malicious prosecution and libel. The company attempted but failed to convict him of embezzlement while a conductor on the road, and his action for libel followed. Senator Voorhees, John E. Lamb, J. G. McNutt and Mr. Field appear for Lafferty. The case is set for trial at Princeton, Gibson county, on October 14.

Whipped Dittmer.

Henry Dittmer, a married man, of Anderson, addressed a note to Miss Ora Shaw, requesting a meeting. It was accepted, and Miss Shaw repaired to the trysting place, accompanied by her parents and two journeyman plumbers in the employ of her father, the men armed with buggy whips. Mr. Dittmer attempted to explain matters to Mr. Shaw, but was met with a blow in the face, and he was then given a terrible lashing, each man playing his whip with vigor until Dittmer bled from numerous cuts and gashes.

The New Oil Well.

Wellington Smith, with a force of men, commenced yesterday the erection of the derrick for drilling Guarantee Oil well No. 5 at the corner of Fifth and Farrington. The erection of the derrick will require but comparatively little time and it is expected to commence drilling early next week.

## Lend Me a Shilling.

By AUTHOR OF "BLINDPITS."

VIII.

"Will," said Katie Bertram as she and her brother were together in the garden in the evening, "was the gentleman who was in the Wrights' seat today the person who was with them when they were here?"

"Yes," said Will, shortly.

"Well, he was the man who lent me the shilling at the railway station, you remember?"

"I remember well enough; he was the man, was he?"

"Yes, and Mrs. and Miss Wright were the two ladies who would not believe a word I said."

"Not Miss Wright, surely?" said Will.

"Yes; she said to her mother that asking money on some pretext was becoming a regular dodge at all the railway stations."

"I could have supposed that of Mr. or Mrs. Wright—they are narrow minded people, and narrow minds are always suspicious—but I can hardly believe that of her. She must have learned it from them, and her own dispositions have not asserted themselves yet."

"But how will they agree?" said Katie.

"They'll never agree after they are married, they are so different."

"Except that they have been seen speaking together, there is nothing to make any one suppose they have the least intention of marrying."

"I think it would be a pity," said Katie.

"A great pity," said Will; "it is always a foolish thing for cousins to marry."

"Oh, they are cousins, are they?"

"Yes; he called Mr. Wright uncle, so I infer they are cousins. You should go and call on her, Katie."

"I call on her! Why, she won't think us her equals at all. Besides, it is not pleasant to call on people who suspected you of a regular dodge."

"Well, well, just as you like," said Will. "I think myself quite her equal, whatever you do."

"It's not whether I do, it's whatever she does, that is the question. Does Mr. Jamieson stay with them always, do you know?"

"I know nothing about it," said Will shortly, and he walked away to another part of the garden.

Next morning Sarah came down equipped for driving, and ready to give her cousin his breakfast before they started.

"You see I always keep my promises, James," she said; "and now that it is Monday morning we may speak of it as much as you like."

"It does not keep a baker's shop," said he.

"No, my wisdom was at fault there; she is the manager's sister. I mean to call today and apologize for my horrible suspicion at Summertown, and if she'll come I'll bring her up to spend the day."

"Well, you can't do more than apologize, or less than ask her to visit you."

"Get on with your breakfast, please; I don't mean that you shall miss this train. Turnips first, and beauty in distress afterward."

"I'm ready; I don't mean to miss this train either." And they started.

When they came in sight of the manager's house Sarah said, touching her arm: "James, the blinds are still down; she must be sleeping. They say even a criminal is holy while he is sleeping; what must she be?"

"It's a pity you are not sleeping too, I think," said he. "The manager is not asleep, at least; there he is, standing at his gate."

"So he is; we must speak, even at the risk of losing the train." And she drew up. "Do you think," she said to Mr. Bertram, "that it would be convenient for Miss Bertram for me to call as I come back? I am anxious to speak to her? I would have called last week, but the country air, and the thing I want to speak about hanging on my mind, made me bashful."

"Quite convenient. I will tell her to expect you."

"And tell her I should like if she would go up with me and stay till evening if she can."

"I know of nothing to hinder her, and I'll come and bring her home."

"Good-by, then. We haven't a moment to lose; Mr. Jamieson must catch the train—it is of the last importance; and she touched the horse with her whip and sent him on at a fine speed."

"Now," she said, "here you are, James, in time. I'll not come out, as I can't leave Gips. Good-by! We shall not expect to see you till November, when you have got the harvest well in, but I'll write and tell you what I think of her. What a pity you could not stay till to-morrow! Farewell!"

"Farewell!" said he. "I think you'll find Mr. Bertram's conversation informal, as the newspapers say."

"I have no doubt I shall. Just come down a peg, will you, and ask me to help you with beauty in distress?"

"Thank you; I don't need help, but I'm not the less obliged." Good-by!"

[TO BE CONTINUED.]

### U. S. Judges and Railway Properties.

This effort to obtain a receivership, which means the temporary control of the whole railway, generally results in a violent struggle between different interests, either to secure or maintain the management through the receivership. The determination of whether a receivership is to be had, and of the person or persons to be such receivers, lies in the hands of a single judge. This class of cases gives to the circuit judges of the United States, by transferring to them the management and operation of vast railway properties, a degree of responsibility and patronage never originally intended to be placed in their power.

The opportunities thus presented to a court of justice for the exercise of patronage, the reward of friends, the selection of counsel for receivers, the manipulation and adjustment of large pecuniary interests, are in themselves very much to be deprecated. While no scandals of any magnitude have as yet arisen from this power of appointment and the patronage and pecuniary expenditure inci-

gone, a modern, and indeed a much more formidable, form of judicial property administration than that which corrupted the court of chancery in England in the exercise of its jurisdiction over the estates of wards in chancery.

In the western and southwestern districts of our circuit courts of the United States properties larger in extent and in pecuniary value than that which passed under the control of the English courts of chancery between 1720 and 1820 in the administration of the estates of wards have thus passed under the control of the individual circuit judges of the United States.—Simon Sterne in Forum.

Mr. Towne's Little Joke.

Chief Engineer Towne, of the navy, is a large man, who looks like Grover Cleveland, and who has a faculty for saying good things well. During the recent visit of Mr. Yarrow, the English torpedo boat builder, Mr. Towne and a number of his brother officers called on Mr. and Mrs. Yarrow at the Arlington. The evening was warm, and a pleasant breeze was blowing through the open window. Mr. Yarrow was noticeably careful to sit in a corner, and after a time remarked:

"You Americans are very careless, don't you know, about sitting in drafts. Now, in England, you know, we don't think of doing that sort of thing."

"No doubt," replied Mr. Towne, "but you see we had such a severe draft in America during the war that we never mind a little thing like this."

The representative of Britain never smiled, and was plainly at a loss to see the connection between war and atmospheric agitation.—Washington Post.

Her Discovery.

Marian—And how did you enjoy getting up early in the country?

Mabel—Oh, it was dreadful; but I discovered one extraordinary thing by doing so.

Marian—What was that?

Mabel—Would you believe it, my dear! In the country they have two sunsets every day, morning and evening.—America.

A Comforter.

"Why, Bridget, did my mamma have another husband before she married my papa?"

"Yes, darlint, but he doid, yer see."

"Oh, Bridget, I'm so sorry mamma lost her husband!"

"Mabel, my dear, I'm glad to hear that. If he'd lived he might have made you a cruel stepfather!"—Life.

Not Interested.

First Seaside Guest—My gracious! Have you been sitting here all the morning? The whole town has been down to the beach to see the wreck. Big steamer ashore. Awful time. Never saw such a sight.

Second Guest (a newspaper reporter)—I'm on a vacation.—Street & Smith's Good News.

A Euphemism.

"Where are you going this summer?"

"I would go to Europe if I could get the time."

"Well, that astonishes me! I never set you down as a