

LAST CHANCE - BEFORE -

CHRISTMAS

To buy Gentlemen's Furnishings at moderate prices. Suspenders, Hosiery, Mufflers, Fine Underwear, Silk Umbrellas, Silk and Linen Handkerchiefs, Gloves of all kinds, etc., etc.

ORIGINAL EAGLE

5 and 7 West Washington St.

TRAVELERS' INDEX.

KANKAKEE LINE

WE OFFER INDUCEMENTS To those who appreciate comfort and luxury to people who pick their routes of travel as they do hotels, by the comfort, luxury, attendance, etc., to such people as apply the same business methods to the purchase of railway tickets as to buying clothing, etc., which is best. Where can you get the shortest, most comfortable and safest trip? If one of the routes is better than the other, it is better to pay more money, just as one suit of clothes is worth more than another.

Table with columns for Cincinnati Division, Chicago Division, and Pullman Palace Cars. Includes departure and arrival times for various routes.

S. D. CRANE

98 East Washington St. Corner of Delaware. Don't forget that he has a choice selection of Jewelry, Diamonds, Watches, Gold-Headed Canes, etc., for

CHRISTMAS PRESENTS.

GAS STOVES

They Give Perfect Satisfaction Nearly 2,000 in use in this city. No kindling required; no coal to carry; no ashes to remove. Prices from \$2 to \$16.

GAS ENGINES

FROM ONE-EIGHTH HORSE-POWER UP We sell to gas consumers in this city only. On exhibition and for sale at the

GAS COMPANY

No. 47 S. Pennsylvania St.

INSURANCE DIRECTORY

- FUNSTON, CHAS. B. Sec'y. 35 Vance Bldg. Manufacturers' Mutual Fire Insurance Co. HOLLAND & GLAZIER, 92 East Market. Pacific Mutual Life and Accident. HOBBS, W. E. 74 East Market. United Firemen's Insurance Co., Philadelphia. People's Insurance Co., Philadelphia. Telephone 1009. HUG, H. M. 42 Vance Bldg. Travelers' Insurance Co., of Hartford. LEONARD, JOHN S. 23 East Market. The North British and Mercantile, of London. MCGILLIARD & DARR, Gen. Ins. Agts., 64 E. Market. Indiana Insurance Co., Indianapolis. Citizens' Insurance Co., Evansville, Ind. Farnagot Fire Insurance Company, New York. German Fire Insurance Company, Pittsburgh, Pa. People's Insurance Co., Philadelphia. Telephone 1009. SUDLOW & MAFSH, Managers, 90 1/2 E. Market St. for Indiana, Ohio, Kentucky, Tennessee and West Virginia for the Provident Savings Life Assurance Society of New York. Sheppard Homans agents of pure life insurance, managed with banking, a specialty.

LATEST STYLES WEDDING CARDS

Visiting and Menu Cards, Programmes and Order of Dance, Great Variety - Moderate Prices. Mail orders receive prompt attention. FRANK H. SMITH, 22 N. Penn. St. All kinds of Mercantile Printing.

HOLIDAY DRINKS

Beers, Ales, Wines, Mineral Waters, Domestic and Foreign.

JAC. METZGER & CO.

No. 30 and 32 East Maryland St. There are also sole agents for pure Hungarian Wines, bottled under government guarantee.

WHEN INDICATIONS: MONDAY - Fair, warmer, followed by light rain and slightly colder; southerly winds.

THE WIFE BEFORE

COME IN WITH THE CRUSH

Something for everybody, from the little "Toll" with a Se Polo Can, to your Grandfather with his Hat, or to "Dad" with a \$5 or \$10 Smoking Jacket; elegant Silk Mufflers and Handkerchiefs; Children's Kilt Suits; handsome Cape Overcoats; Men's Overcoats, \$6.50 up; Pants, \$1 up; Suits, from handsome ready-made to handsome tailor-made, cheaper than anybody.

Cravats. Gloves. Fine Furnishings.

CHRISTMAS COMES BUT ONCE A YEAR!

THE WIFE

BAMBERGER

Hatter and Furrier, Wishes his many friends a Happy and Furry Christmas

RAILWAY CONDUCTORS.

Three Hundred Members Hold a Union Meeting of the Order at Providence, R. I.

PROVIDENCE, R. I., Dec. 23.-Nearly three hundred members of the Grand Order of Railway Conductors, representing the New England, Middle and Western lines, attended the union meeting of the order in Music Hall to-day, under the auspices of Providence Division, No. 151. A number of officials connected with the local roads were present. A. R. Whalley, chairman of the committee on arrangements, presided.

After music, Rev. Geo. King, pastor of Broadway M. E. Church, offered prayer. Grand Chief Conductor Calvin S. Wheaton, of Cedar Rapids, Ia., was the first speaker. He said the order had been for fifteen years near his heart. Some of his points were that the order proposed to save the conductor from temptation, to lift up his manhood. The conductor is much away from home. The railroads will be induced to allow him to come home oftener and not to keep him waiting at distant terminal stations. The order looks after the wives and children of the conductors, and the corporations are interested in the welfare of its efforts. The Y. M. C. A. is doing good work, but the work of this order is different. The Y. M. C. A. looks after the spiritual condition of the railroad men, but this order looks after the moral condition. The conductors are united, he said, on a basis of opposition to strikes. They believe that a gentleman can adjust his grievances with another gentleman without resorting to strikes.

Gov. Taft was the next speaker. He enlarged upon the qualifications of a railroad conductor, and said he could conceive of no higher aim than that sought by this organization. He welcomed the order to the city and the State. Supt. J. B. Gardner, of the New York, Pennsylvania & Ohio railroad, was then called on. He was gratified that the order had selected this city as a place of meeting. In looking over some statistics, he found that there were 25,000 conductors in this country, and that 14,000 of them were members of this order. He believed there should be mutual interests between conductors and superintendents, and said already conductors were held in high respect. American railroads have developed the commercial growth of every city, town and State through which they have run, and the railway conductor, in the performance of his duty, is contributing to the growth and prosperity of the country.

The business meeting of the several local divisions was held at 4:30 P. M. The division officers were installed by the grand officers. Routine business, mainly of a private nature, followed, and Providence division entertained its guests. The next annual meeting will be held in May next.

FRIGHTENED BY UNCLE SAM.

The Haytiens Surrender the Seized Steamer, and the Errand of Our War Ships is Ended.

HAVANA, Dec. 23.-Advises have been received from Hayti to the effect that the dispute over the seizure of the American steamer Haytian Republic has been settled. The steamer has been delivered to the American man-of-war, and the latter have honored the Haytian flag with a salute of twenty-one guns.

Among the people the action of the United States government is considered an abuse of power against a helpless nation, and this opinion is said to be shared by some of the foreign diplomatic representatives.

General Legitime has been unanimously elected President of the republic, and is taking energetic steps to suppress the revolution.

WASHINGTON, Dec. 23.-Secretary Whitney, to-night, when shown the dispatch from Havana stating that the steamer Haytian Republic had been surrendered by the Haytian authorities, said he had not been notified officially of the fact. He was not surprised, however, that such was the case. He felt that it was a foregone conclusion from the start. The Secretary thought it would be several days before the official announcement would reach the department. A claim of indemnity would undoubtedly be made, but that was a matter, said the Secretary, that rested entirely with the State Department.

Wife Murder and Suicide. NEW YORK, Dec. 23.-Henry D. Schoonmaker, a young salesman, shot his beautiful wife, some time last night, twice in the head and once in the breast, and then killed himself with a bullet through the brain. She was taken to the hospital in a dying condition. The two were found in their flat, in Brooklyn, this noon, in bed, clasped in each other's arms, covered with blood, she still breathing and he dead. He was but twenty-three years old, she a year younger, and they had a fourteen-months-old baby who was away from the house at the time. He had just had his salary raised, they were apparently happy, and insanity seems the only explanation of the deed. Col. Jonathan D. Schoonmaker, the father of the young man, received the first intimation of the deed in the following note this noon:

Mamma and Henry: Come down soon as possible. If you find the doors locked, force the front parlor door.

This note had been left at a district messenger office, Saturday evening, with instructions to deliver it at 11 o'clock the next morning. Instantly, when the note was received, members of the family went to the flat, where they saw what is told above. Colonel Schoonmaker said that his son had been sick for a few days, and that his mind must have been affected.

No Christmas Table. Should be without a bottle of SINGAPORE BOTTLES, the world-renowned appetizer of exquisite flavor. Beware of counterfeits.

BURNED ON THE MISSISSIPPI

Total Destruction of the Memphis and Arkansas City Packet Kate Adams.

Thirty-Five Lives Known to Be Lost. Chiefly Members of the Cabin and Deck Crews, and the Number May Be Increased to Fifty.

The Officers of the Steamer Exhibit Great Presence of Mind and Steady Courage.

And by Their Well-Directed Efforts Prevent a Much Larger Loss of Life-Thrilling Experiences of Some of the Survivors.

RIVER STEAMER BURNED.

Thirty-Five to Fifty Lives Lost-The Courage and Coolness of the Officers.

MEMPHIS, Tenn., Dec. 23.-The elegant passenger steamer Kate Adams, running as a semi-weekly packet between Memphis and Arkansas City, burned, this morning, near Commerce, Miss., forty miles south of this city. She was on route to Memphis, and had about 200 people on board, including her deck and cabin crew of eighty, and twenty-five cabin and sixty deck passengers and twenty colored cabin passengers. The fire, which caught in some cotton near the forward end of the boilers, was discovered about 8 o'clock. The passengers were at breakfast, and when the alarm was given they all made a dash for the forward deck. At the time the steamer was about 400 yards from the Mississippi side of the river, and her bow was at one hundred feet from the shore. Pilot Joe Barton was on watch and he remained heroically as his post until she was safely landed. Harry Best, the second clerk, who was seated at the table when the alarm was given, brought all the ladies and children forward and assisted them ashore. Captain Mark K. Cheek, who was on the hurricane deck, remained there, giving his commands, until the stage plank was safely lowered. The fire by this time had spread all through the cabin, and he was compelled to retreat to the rear, and climbed over the rails and descended to the cabin. Here he found Chief Clerk W. C. Blunker, who had made an effort to save the money and papers of the steamer, which were in the safe. He managed to grab the money, but was cut off from the bow and forced back into the cabin. As he was groping his way aft, he stumbled and fell over some chairs, and lost all the valuables he had secured, and it was with great difficulty that he succeeded in reaching the rear through the blinding smoke and flames which filled the cabin. Captain Cheek seized a life-preserver, and placing it on Clerk Blunker, helped him overboard into the water. He floated down about three miles before he was rescued by parties who had walked ashore and followed him down the river. Captain Cheek assisted several others in securing life-preservers, and when it was no longer possible for him to remain without being burned, he, too, jumped into the river and swam ashore.

There were about twenty-five colored cabin passengers, who were saved along with the white passengers. On the lower deck, however, a fearful panic seized the crew and deck passengers. Those who were cut off from the front were compelled to jump overboard to save their lives. The stern of the burning steamer had swung out into the river, and in an effort made to launch the yawl it was capsized by the crowd which filled it and many of its occupants drowned. They were mostly colored men, but there were three or four women in the crowd. The lost, so far as can be learned, are as follows:

GEORGE CORBETT, third clerk, aged twenty-eight years, who had lunched the yawl and was trying to save the colored women on the lower deck. He is reported to reside in St. Louis.

JOE PORTER, ANDREW REES, ANDREW JACKSON, JIM NELSON, SEBASTIAN EDEMAN, HENRY HORTON, LEE FINLEY, FRANK WELLS.

These people belonged to the cabin and deck crews.

In addition, about fifteen deck passengers, four of whom were white men, were also drowned. In this list of unknown were three colored women and two children. They were thought to be on board to spend the holidays.

White men were working on the levee, and their wives and children were on the levee. The burning steamer drifted away after laying at anchor for twenty minutes, and floated down the river, her hull sinking at the head of Peters Island, four miles below Commerce.

The Kate Adams was owned by the Memphis and Vicksburg Packet Company, of which Maj. John D. Adams, of Little Rock, is president; Captain Mark K. Cheek, superintendent, and John M. Peters, secretary and treasurer. She was built by James Rees & Sons, in Pittsburg, in 1882, and cost \$102,000. She was the finest and fastest steamer of the type, and her owners this summer spent \$20,000 in repairing her at Paducah. She was valued at \$75,000, and insured for \$33,750 in St. Louis, Cincinnati and other foreign offices. This would have been the completion of her \$224 trip in the Memphis and Arkansas City trade. Her officers were: Mark K. Cheek, captain; W. C. Blunker, Harry George Corbett and Wm. Donaldson, clerks; Billy Hodges and Joseph Barton, pilots; Lou Bolto and Dick Young, engineers; Tom Allen and Frank Brady, mates; Jerry Matlen, chief cook; and about 200 men, including 1,500 sacks of cotton-seed, 57 bags seed, and a good list of sundries. The cotton was consigned to Memphis merchants and fully insured in their open policies. Fader, Frank & Co., Hill Point, and Thomas H. Allen & Co. were the largest consignees.

The cabin passengers who were on board were Mr. and Mrs. Thomas McLemore and two children, of Commerce, Miss.; Mrs. Magie Fields, of Memphis; Mrs. John Quebe and five children, of Rosedale, Miss.; Dr. Harris and wife, of Commerce, Miss.; and Donagan and child, of Laconia; Capt. T. C. Glosier, assistant engineer of the Mississippi Live-Stock; John Woods Harris, of Memphis; Capt. Elisha Evans, of Memphis, and W. P. Jackson, agent of the American Cotton-seed Oil Trust Company. There were several other male passengers, but their names could not be learned. The safe contained \$5,000 and about \$2,000 in gold. After reaching Robinsonville, conveying them there in wagons and such other vehicles as could be secured. There were 167 from the ill-fated steamer that came to Memphis, Captain Cheek defraying the expenses of all those who did not have funds. The passengers and crew lost all their clothing and effects, and some made their escape to the shore from the burning steamer. The colored citizens of Commerce. Three of the colored cabin crew were rescued from the water and afterwards. Their names appear in the list already given. The water was very cold, which numbed the limbs of those who jumped overboard, and it is this which probably saved the lives of those who were rescued by the officers. Captain, clerks, pilots and engineers all remained at their posts until the last. The burning steamer was extinguished by the colored citizens of Commerce. Three of the colored cabin crew were rescued from the water and afterwards. Their names appear in the list already given. The water was very cold, which numbed the limbs of those who jumped overboard, and it is this which probably saved the lives of those who were rescued by the officers. Captain, clerks, pilots and engineers all remained at their posts until the last. The burning steamer was extinguished by the colored citizens of Commerce. 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