HE DIED AT HIS POST.

Engineer Armstrong's Body Taken Out of the Ruins.

Oil Can in One Hand, Part of Safety Valve in the Other.

No More Deaths from the Dry Dock Car Stable Explosion.

The body of Engineer John Armstrong was taken this morning from the ruins of the East Fourteenth street stables of the Dry Dock, East Broadway and Battery Railroad, where the explosion occurred yesterday. The body gave mute denial of the story that the engineer had run away after the accident.

He had died at his post of duty. An oil can was clutched tiently in one hand and the other hand grasped what was evidently a portion of the safety valve.

It was exactly 4.20 o'clock this morning when the body was discovered, but not until four hours later was it possible to remove it. During those four hours, and, in fact, from soon after the accident happened, sixty men employed by Contractor Galligan had been hard at work clearing away the wreck.

There were tons upon tons of grain to be removed, huge pieces of timber to be taken away, bricks and mortar to be separated from the carcasses of twenty-five horses, and twisted and broken pieces of machinery to be dragged to one side before anything could be done to recover the body of the dead engineer. For four hours his bruised body and cut face was upturned to the workmen as if urging them on with their task.

And when the body was found, what a sight it presented! Crushed almost out of semblance of humanity by tons of debris, it was made worse by the fact that a beam had gone clean through it. Beside the body lay the broken fly-wheel.

The fly-wheel had been blown clear through the heavy partition wall, and the engineer followed it.

It is doubtful now whether the groans heard in the ruins yesterday came from the engineer, as it is almost impossible that he could have lived an instant after the explosion.

Deprived of its support, the floor which held 15,000 bushels of corn fell in upon the horses and smothered them. Underneath all lay the dead engineer.

The scene around the building this morning was sickening. Most of the debris had been piled high in the street. As the dead bodies of horse after horse were dragged out by means of block and fall they were placed in the gutter until they lay in a row along the edge of the sidewalk clear down to Avenue A.

There was no diminution in the crowd of curiosity-seekers, and just as many police were required to keep them back.

Over eighty bluecoats had spread themselves out. A line was formed at either end of the block. Two other lines were formed between. Besides this, a rope line was drawn around the four wrecked houses on the opposite side of the street. They have all been "shored up," for the Building Department official thought it possible they might fall and kill the many families still occupying them. Some of the families were moving out.

Contractor Galligan, who also cleared the ruins after the Hotel Royal fire, did not leave one an instant during the night. As many men as could possibly find a foothold to work upon were employed. As that as they became tired other gangs of men were ready to relieve them. Darkness had no effect upon them. Three electric lights were swung over the debris.

What every one wondered at this morning was that several hundred, instead of only five, had not been killed outright. Scarcely a pane of glass was left in any of the big, overcrowded tenements opposite, yet not a single person was fatally injured in any of them. The crowd also talked of the scene when nearly eighteen clergymen were kneeling beside dying men administering the last rites of the Church within a few moments after the accident took place.

The body of the engineer was taken to the undertaking establishment at 73 Greenwich avenue. It was said the body would be removed to Armstrong's late home, Eighteenth street and Park avenue, this afternoon.

No additional names have been added to the list of injured published in the "O'Clock Extra of "The Evening World."

George D. Martine, the stableman who was removed to Bellevue Hospital, left the hospital at 6 o'clock last night and walked to his home, 650 East Sixteenth street. His only injuries were contusions of the legs, slight shock and a sprained ankle.

William Royal, who had his skull fractured and several ribs broken, recovered from the shock at 6 P. M., and his condition is steadily improving, according to Warden Rourke and the surgeon in charge of his case at Bellevue. When brought to the hospital he was unconscious, and it was thought he could not live through the night. The house surgeon this morning declared that the man's chances for recovery were very encouraging.

Royal is a single man. He lives at 326 East Seventeenth street. He was employed as a lamp cleaner. He was in the room adjoining the engine-room when the explosion occurred. His escape from instant death was marvellous.

Patrick Sheehan, another of the patients at Bellevue, whose skull was fractured and both his legs broken, may also recover, although it may be months before he will be able to leave the hospital. He is twenty-seven years old.

He lived with his wife and little child in the rear of 516 East Fifteenth street.

He had been in the employ of the Company as a driver for two years.

He is very poor, and leaves his family in destitute circumstances.

James Harlan, who suffered a compound fracture of the thigh, will undoubtedly recover, but his progress will be slow and tedious. He may be a cripple, unable to perform hard labor.

He is married and very poor. His wife and family live at 650 East Sixteenth street.

Charles Breslin of 246 First avenue, is married. His skull was fractured at the base of the brain. His injuries were supposed at first to be mortal, but this morning Warden Rourke took a more hopeful view of the case. He expressed the belief that the man would ultimately recover.

Michael Brennan, of 214 Monroe street, was in better condition than any of the injured at Bellevue. He suffered only a broken arm, but his body was badly bruised. He is a laborer, twenty-three years old. He will probably be discharged from the hospital to-morrow.

Michael McDonnell, who suffered a compound fracture of the thigh and badly contused body and legs, was also pronounced out of danger. He was employed as head hitcher in the stable. He boarded at 514 East Fifteenth street.

At Gouverneur Hospital this morning William Eagan, the only patient brought there from the wreck, was pronounced almost entirely recovered. His breastbone was injured and his body bruised. The house surgeon expressed the belief that Eagan would be able to return to his home, 238 Avenue A in a day or two.

Thomas Powell, who was sent to the New York Hospital with both jawbones broken and a terribly bruised body, was in a rather precarious condition this morning, but Supt. Ludlum expressed the belief that he would recover. He is being fed with liquid food, which he takes through a rubber tube.

An operation will be performed this afternoon or to-morrow. The surgeons will endeavor to draw the broken bones together and wire them in place until the knitting process is far enough advanced to warrant the removal of the wires. Powell is forty-nine years old and married. He is a blacksmith, and lived with his family at 475 Second avenue.

Stories of the explosion have been told, and of its fearful violence, but Philip Jaeger, of 231 Avenue A, has in his liquor store an article which perhaps better illustrates the force of the explosion than anything else. It is part of an iron wheel, weighing not less than twenty-eight pounds.

Broken in two, as if it had been a straw, it crashed through two floors of the stable, and sailing through the air, over several six-story tenements and a church, landed in the middle of Avenue A, several hundred yards away. Fortunately it fell harmlessly into the street, no one being near at the time.

The Coroner has not yet decided when he will hold his investigation. When he does there will be much to inquire into, if any account be taken of the dozen or more stories that are flying about.

During the excitement following the explosion yesterday, an Inspector of the Boiler Inspection Department examined that portion of the boiler which had been blown across Fourteenth street, demolishing half of a house there and killing two men. Having completed his examination, he said the boiler exploded on account of too much pressure. He added that Armstrong had no license to run that engine.

Now, Chief Inspector Mullin comes forward and says that Armstrong did have a license, but that there are hundreds of steam boilers in the city which are never inspected, because they are exempt by law from inspection. He cannot tell whether competent engineers are employed in many places, because they also are exempt from license.

Of this particular boiler Chief Mullin had this to say:

"It was inspected in April last and then was in good condition, as it had been for eight years previous. I got word of the disaster at headquarters, and went to the scene. Workmen had begun to clear away the wreck when I reached the spot and were looking for the body of Engineer Armstrong, whom I had known as a good, careful man, and who had been on our books for ten or twelve years. He was licensed not merely for the boiler that burst, but for one at the Grand street stables downtown, owned by the same Company. When one boiler was in use the other was laid up. You see, we ran them alternately, each a couple of days at a time."

So that the question, which has an all-important bearing upon the investigation which will follow, should be definitely settled an "Evening World" reporter examined the records of the Boiler Inspection Department to-day. They show that the boiler which exploded in Fourteenth street was known as No. 1,104. It was last tested on April 21 of this year, standing 125 pounds hydraulic pressure and a steam pressure of 90 pounds to the square inch. The boiler was first inspected on April 21, 1882, and the same power is recorded.

The same Company's boiler on Corlears street is known as an upright tubular, and was last inspected on Jan. 20, 1893. It has a record of 120 pounds hydraulic pressure and 80 pounds steam pressure to the square inch.

The only record in the department concerning Armstrong shows that he was a licensed engineer, and was authorized to run the engine on Corlears street two days a week, and the engine on Fourteenth street an equal number of days.

Supt. White, for the Company, refuses to say anything about Armstrong. He says that Chief Mullin answers all questions for him.

Chief Bonner has instructed Contractor Galligan to handle every stick, stone, brick, chunk of plaster or dirt in the building.

"I want to make sure," said Chief Bonner, "that no bodies are left in the ruins, as was the case in the Park place disaster. When the contractors had finished their work in that case and announced that the search was complete, two bodies were found by the work men who were employed to cart away the wreckage. I don't mean that this or any other search that comes under my jurisdiction shall be given up as completed until it is completed."

The bodies of all the dead, excepting that of Patrick Quinn, had been removed form Maxey's undertaking rooms this morning.

THE FOURTEENTH STREET EXPLOSION.

(Damage done by flying debris on the opposite side of the street.)

Funeral of Louis Arnheim.

The funeral of Louis Arnheim, founder of the extensive firm of Arnheim & Co., of this city and Chicago, took place from his late residence, 154 East Sixty-fourth street, this morning. Interment was in Salem's Field, Cypress Hills.

Telling the Good News.

(From the New York Weekly.)

Mrs. Youngma—And so my baby got the prize at the baby show? I knew he would. It couldn't have been otherwise.

Old Bachelor (one of the judges)—Yes, madame, we all agreed that your baby was the least objectionable in the lot.

That Would Be a Coincidence.

(From Truth.)

"The new directory has some strange things in it," said Darley. "There's a Julius Caesar in it who makes cigars."

"What's strange about that?" queried Mawson. "It would have been a great deal funnier if he had been a rent collector."

Keeping the Mill Going

is at present our only object. To do this we have reduced prices away below the lowest low-water mark. BEST ROYAL WILTONS, $1.50. 3-shoot WILTON VELVETS, 85c., formerly $1.25. ORIENTAL RUGS LESS THAN AUCTION PRICES.

J. & J. DOBSON,

2 East 14th Street.

EL CID UNDER GUARD.

Detectives on the Watch for a Possible Dynamite Plot.

Rumor That an Attempt Had Been Made to Blow Her Up.

The Destroyer Arrives at Erie Basin from Newport.

Representatives of Peixoto's Government are evidently determined to give Admiral Mello's men no chance to prevent El Cid's departure for Brazilian waters, and have accordingly placed the makeshift warship under guard.

Strong, determined-looking men, resembling in gait and bearing the guards who made Homestead a battle ground, are to-day stationed on the wharf near by and aboard the ship that is being fitted out for war at the docks of the Morgan Iron Works, foot of East Ninth street.

They are seeming lookers on. They never look at or speak to each other. Some people might imagine them members of the great army of unemployed, but others who are familiar with the training detectives receive were certain this morning that the idlers were paid guards.

A half dozen of them were on the wharf just alongside El Cid, and were watched for an hour by an "Evening World" reporter. They occasionally walked around, but each one kept near a certain point, and not a move was made by an onlooker or mechanic which was not watched.

On board the ship the guards walked fore and aft as if they were time-keepers or superintendents, some of them constantly peered over the sides into the water, and no rowboat came within twenty-five yards which was not as closely eyed as if it were certain they were Mello's men who were at the oars.

Other guards mingled with the workmen, and still others kept a close lookout at the companionways. There were at least a score of the guards at different points, none of whom would give any satisfactory answer when questioned.

These precautions give color to the reports that Admiral Mello is determined that President Peixoto's fleet shall never reach South America. While El Cid is in American waters she cannot, of course, be openly attacked, but secret warfare is just as effective, and Flint & Co. evidently realize that it would be less expensive for Mello's men to blow up El Cid with a charge of dynamite while she is still at dock than to send the Republica to give battle to her outside Sandy Hook.

International difficulties would arise if El Cid was blown up, provided Mello's men were connected with the work, but it is agreed that the insurgent Admiral is ready now to take great chances.

He undoubtedly has agents in the city, and they are more successful than Peixoto's representatives at acting secretly. If there was any plot to blow up El Cid, however, the mechanics at Morgan's works believe it will be thwarted by the guards.

It was rumored around the docks this morning that the guards had been secured because of a supposed attempt to place a torpedo under El Cid. This rumor was to the effect that a diver was discovered shortly after midnight just as he was about to leave a rowboat alongside the ship.

The workmen had heard nothing further than this. The report could not be verified.

Over a hundred men were at work on El Cid this morning, and men in such numbers never worked harder than they are doing. To-day they are completing the portholes and making timber beds on which the guns are to be placed.

The big circle forward for the dynamite gun has been nearly completed, and most of the ports for the rifles are well advanced.

It was stated to-day that when El Cid leaves on her trip South she will carry 3,000 tons of coal. This will be done to order that she can be active work before coaling and also to keep her down in the water. It was feared she would be top-heavy when the cannon were placed on board, but a test yesterday proved she would be stable.

Some of the mechanics at work are advising the captain to purchase a child's caul, which was advertised in "The World" this morning. It is argued that a mascot might be more effective than a dynamite gun during an encounter with Admiral Mello's fleet.

Ericsson's Destroyer arrived at Erie Basin from Newport shortly before noon to-day. She cannot be docked immediately, as both drydocks there are occupied by consorts.

She will probably be hauled out this afternoon or early to-morrow.

A despatch from Boston says that the steamships Bethania, recently purchased for the Brazilian Navy by Messrs. Flint & Co., passed Minot's Ledge, Cohasset, Mass., at daylight this morning, bound for New York, in tow of the tug Herald.

Dockmaster McGilvray, at Erie Basin, could not say whether the Britannia would be docked at Erie Basin or at the Morgan Iron Works.

The five steamers formerly owned by the United States and Brazil Steamship Company and believed to have been purchased by Flint & Co., who, at any event, certainly have an option upon them, are still lying at Erie Basin.

No signs of life could be detected aboard to-day, and the dry-dock men said that nothing had been done towards refitting them for any service. They would hardly be available for heavily armed warships, or lighter service as cruisers.

All are slow boats compared with El Cid, only two of them being capable of attaining the speed of fourteen knots an hour. It was not at all by Brazil it would probably be as transports, and naval authorities say that President Peixoto has but little need at present of craft of that kind.

At the office of Flint & Co. to-day the same policy of reticence was observed which has characterized all the dealings that firm has had with the Brazilian Government. The purchase of any more vessels is a tabooed subject among the firm's employees.

There is still a prospect of Flint & Co. buying the steam yacht Yankee Doodle for conversion into a torpedo-boat as a companion for the Felseen.

One of the McBride brothers, who own the Yankee Doodle, was seen in Charles R. Flint's office to-day. It is said, however, that there is a serious hitch in the negotiations between the Flints and McBride brothers, which will lose the Yankee Doodle to President Peixoto.

The report that Peixoto is short of cash and that he is using Brazil's credit for the purpose of gathering a new navy, it was learned to-day, is without foundation.

One of Mr. Charles R. Flint's business intimates said that that gentleman was using Preident Peixoto's money to pay for the vessels already purchased, and not one dollar had been spent which had not its equivalent in Mr. Flint's strong box.

The news of the Destroyer's arrival in the East River reached Flint & Co.'s office about 11 o'clock this forenoon. The senior member of the firm at once left the office and, it was said, went over to Erie Basin to take a look at the odd craft.

V. F. Lassoe, who has declared his intention of preventing the Destroyer leaving this port until her purchase money has been paid to the Ericsson Coast Defense Company, said to-day that he had taken no further steps in the matter. He had, he said, left it entirely in the hands of his counsel, Lawyer Kopke, of Brooklyn. There would be nothing done for a week or two, he thought.

George A. Burt, of Flint & Co., is actively engaged in getting together El Cid's crew.

The manner of turning the fleet over to Brazil has not yet been decided upon, but a plan has been under discussion for some days which will probably be adopted.

It is that the fleet which will sail between Nov. 12 and 15 will leave New York under sealed orders. The commanders of the vessels now getting in readiness in England and France will have the same orders as Capt. Baker, of El Cid. The place of rendezvous will be some point off the Brazilian coast north of Rio Janeiro. As the vessels will all sail under the flags of their respective countries there will be no danger of Admiral Mello intercepting them.

At the rendezvous the fleet will be turned over to Brazil and native crews put on board.

The utmost secrecy will be preserved regarding the sailing orders so that there will be no danger of Mello's friends, of which Flint & Co. have learned there are several in New York, informing the insurgent Admiral of the fleet's movements.

This is a precaution taken on the supposition that Mello might have the hardihood to attempt a capture while the vessels are still under the protection of their several flags.

There is a big bundle of applications for places on El Cid on file in Flint & Co.'s office. Mr. Burt, however, will look after that end of the transaction. He was at El Cid's dock, at the foot of East Ninth street, all day to-day arranging for the coaling of the vessel and the putting of her armament on board.

CLARENCE KING INSANE.

Well-Known Scientist, Club Man and Descendant of an Old Family.

Clarence King, well known in Newport, where he lived until recently, a geologist of no mean ability, a literary man of considerable talent, and member of the Union League, Metropolitan, Knickerbocker, Century and Tuxedo clubs, has been placed in an asylum for the insane.

Mr. King was born at Newport Jan. 6, 1842, and is a descendant of Daniel King, who settled in Lynn, Mass., in 1647, and became a large land owner. Mr. King was graduated from Yale Sheffield Scientific School in 1862, and next year crossed the continent from the Missouri River on horseback.

He became a member of the geological survey of California, and in 1867 was placed in charge of the expedition of the United States geological survey of the western Cordillera Mountain system, which work was completed in 1872. He wrote the voluminous reports and became author of many valuable works on the geology of the country.

Late Mr. King has been living at the Union League Club and at the home of his parents in this city. He is not wealthy, but enjoys a handsome income from his scientific works.

About three weeks ago he began to show signs of mental trouble. Last Monday two physicians examined him, and as a result his incarceration in an institution was ordered. Justice Patterson signed the commitment, presumably to Bloomingdale.

ABOUT CIGARETTES.

How They Are Made and Flavored to Suit the Public Taste.

The details of the manufacture of cigarettes are kept to a greater or less degree a secret by the manufacturers, each of whom has his own peculiar combination of tobaccos, says the Troy Times. None of the brands on the market are composed of one kind only. The recipe is not divulged outside of the firm. But this is not all. The original mixture is merely a basis for artificial flavoring. To begin with, various essential oils are added.

The list of these include rose geranium, vanilla bean, Tonka bean and licorice root. These ingredients are added after the tobacco has been chopped into shreds in readiness to be rolled into cigarettes. Finally the particular drug chosen, in the shape of a liquid solution, is sprayed on the material with an atomizer, while the tobacco is stirred and mixed. The quantity employed is very carefully judged, so many drops being allowed for each cigarette. For obvious reasons I cannot mention all the drugs that are used in the manufacture of cigarettes, but there is no doubt that opium, valerian and cannabis indica are utilized to the largest extent. Each manufacturer may be said to create a special drug habit among those who use his brand, so that they are not satisfied with any other.

MEN'S OVERCOATS and ULSTERS, all wool and wool lined - - - $8.80 Reduced from $14.

BOYS' CAPE COAT AND ULSTERS - - $4.50 Reduced from $7.50.

BOYS' EXTRA PANTS SUITS, sizes 4 to 15 years, all wool - $3.98 Reduced from $5.50.

MEN'S DOUBLE-BREASTED ALL-WOOL SUITS - $10.00 Reduced from $15.

B. Stern & Son,

458 and 460 Grand St.,

CORNER PITT ST.

OPEN EVERY EVENING.

Louisville & Nashville Also Rises on "Deal" Rumors.

Contrary to general expectation, stocks advanced sharply this morning. The bears had the market well in hand, and it was thought they would make things lively for their opponents on the resumption of business to-day.

The bulls were waiting for them, however, and gave their specialties such effective support that the shorts were soon on the run. Lackawanna jumped 3 per cent. to 175 without bringing any stock to speak of to market.

This is the best price yet touched for Lackawanna, and shows how important the insiders regard the infusion of Vanderbilt blood into the management.

A rise of nearly 2 points in Louisville & Nashville to 50 1-4 had even more influence than the spurt in the leading coalcr. The short interest was frightened into covering by the "deal" whereby the Louisville & Nashville and the Illinois Central are to jointly control the Chesapeake & Ohio Southwestern, a system comprising about seven hundred miles of road.

This deal will bring all the territory in Kentucky between the Tennessee River and Lexington into the possession of Louisville & Nashville. It also gives the latter terminals in Memphis, which would have necessitated an outlay of over half a million to duplicate. The change also provides the Illinois Central with a route to St. Louis via Memphis. The present line of the Illinois Central runs nearly two hundred miles east of Memphis.

After a half hour or so of advancing prices the bears jumped on the Grangers, and a general reaction ensued. Lackawanna yielded 2, to 173; Burlington & Quincy 1 3-8, to 81 1-8; Chicago Gas 1 5-8, to 65 3-8; Rock Island 2, to 67 1-2; St. Paul 1, to 65 1-8; Louisville & Nashville 3-4, to 49 1-2; Sugar 7-8, to 100 1-8, and Lake Shore 1 5-8, to 126 1-8.

The Quotations.

	Open.	High.	Low.
Amer. Tob.	92	92½	91
Amer. Sugar Ref.	100	101	97¾
Amer. Sugar Ref. pf.	90½	91	90½
Amer. Cotton Oil	33	34¾	33
Amer. Cotton Oil pf.	75	76	74½
Atlantic & Pacific	2½	2½	2½
Atch., Top. & Santa Fe	20½	20¾	19½
Baltimore & Ohio	75½	75¼	73¼
Canada Southern	51	51½	50½
Chesapeake & Ohio	20¼	20¾	20
Chicago Gas	65¾	66¾	64¾
Chi., Bur. & Quincy	81¾	82½	81¼
Chicago & Northwest	104¼	104¾	103¾
Chi., Mil. & St. Paul	65¾	66¼	64¾
Chi., Mil. & St. Paul pf.	120	120	120
Chi., Rock Isl. & Pac.	68¾	69½	67¾
Chev., Cin., C. & St. L.	35¾	35¾	35¾
Col. & Hock. Valley	22	22	21¾
Del., Lack. & West	172	175	172
Denver & Rio Grande pf.	28½	28¾	28
Dist. & Cattle Feed	32¾	32¾	32
E. & P. Marq.	15	15	15
Gen. Electric	47	47	46¼
Lake Shore	127	127	124¾
Lake Erie & Western pf.	69¾	69¾	69¾
Louisville & Nashville	50	50¼	48¾
Lou., New Alb. & Chi. pf.	41¾	41¾	40
Manhattan Consol.	132	132	131½
Mich. Central	101	101	101
Missouri Pacific	26¼	26½	25½
Missouri, Kansas & Texas pf.	23½	23½	22¾
Nat. Cord. Co.	25½	28	25
Nat. Lead Co.	28	28	27½
Nat. Lead Co. pf.	78	78	78
New Jersey Central	118	118	118
New York Central	102¾	103¼	102¼
N. Y. & New England	33	33¾	32¾
N. Y., Chi. & St. L.	17¼	17¼	16¾
N. Y., Lake Erie & West	14¼	14¼	14¼
N. Y., Susq. & West	16½	16¾	16¾
N. Y., Susq. & West. pf.	47¾	48	47¾
Northern Pacific	7¾	7¾	7¾
Northern Pacific pf.	23	23	22¾
Ontario & Western	17¾	17¾	16¾
Pacific Mail	18¾	18¾	18¼
Phila. & Reading	20½	21	19¾
Pec., Des. & Evansville	8½	8½	8½
Pitts., C., C. & St. L. pf.	53	53	53
Pullman Palace Car Co.	175	175	175
St. Paul & Omaha	38½	38½	38½
St. Paul & Omaha pf.	110¾	110¾	110¾
Southern Pacific	19¾	19¾	18¾
Tenn. Coal & Iron	15½	15½	15¼
Union Pacific	17¾	17¾	17¼
United States Rubber	42½	42½	42½
Wabash pf.	16½	16¾	16
West. Union Tele.	88¾	89½	87¾
Wheeling & Lake Erie	15	15¾	14¾
Wheeling & Lake Erie pf.	51¾	51¾	51

A full account of Wall street affairs will be found in the 6 O'Clock Edition of "The Evening World."

An Ideal Juror.

(From Judge.)

Chicago Client—I don't see what made you accept that Duczow as a talesman.

Lawyer—My dear sir, he is an ideal juror.

Chicago Client—How do you know?"

Lawyer—Why, man, he was a Columbian guard.

Failure

OF

HARRIS & CO., 1164 Broadway.

We have recently purchased from the Assignee of the above firm the choicest portion of their stock of Imported Cloths and Suitings at 50c. on the DOLLAR. We will sell them at prices in proportion to the purchase:

$60 Suits for.... $28.00
$50 Suits for.... $25.00
$12 Trousers for $6.50
$12 Fancy Vests $6.00

Goods are high grade and will be made and trimmed in best manner. *Money refunded when garments are not satisfactory.*

ROBT. J. THOMPSON & CO.,

SOUTHWEST CORNER

BROADWAY AND 27TH STREET.

LACKAWANNA AT TOP NOTCH.

It Touched 175 Scon After the Market Opened.

LICHTENSTEINS'

Owing to the backwardness of the season, we must close out our entire stock of

CLOAKS AND SUITS

regardless of cost to make room for Holiday Goods.

We will place on sale To-Morrow (Saturday) Morning.

500 CHILDREN'S DRESSES sizes from 6 to 14 years; former prices $3.98 to $5.98, at..... $1.79

300 CHILDREN'S DRESSES, sizes 6 to 14 years; former prices $6.98 and $7.98, at..... $2.98

1,000 JACKETS, former price from $5.98 to $8.98, at.. $3.88

200 FALL WEIGHT CAPES with velvet trimmings, in all colors, former price from $5.00 to $12.00, at..... $3.88

and other articles in this Department in proportion. These goods must be sold, and we advise our patrons to call early and avoid the rush.

GRAND, FORSYTH AND ELDRIDGE STS.

BIG FAILURE

Save This and

BRING IT WITH YOU

SATURDAY.

Don't miss it if you need any clothing and you want to save money. This Bankrupt Sale opens Saturday morning at 8 o'clock.

Failure of one of the Largest Clothing Houses in this country. Over $500,000 worth of fine Men's and Boys' Fall and Winter Clothing to be sold at less than half its value.

Immense crowds at this great Bankrupt Sale of Fine Clothing. Must be closed out in 10 days. The entire stock to be sold at retail at 50 per cent. less than actual cost. Sale begins Saturday morning at 8 o'clock at 783 Broadway, one door from corner of 10th st. Terrific sacrifices. Clothing almost giveaway. All goes. A few prices are here named: Men's Business Suits, $4.75; worth $14. Men's Fancy Cass. Suits, $6.75; worth $19. Men's Blue Chinchilla Overcoats at $5.50; worth $18. Elegant Cutaway Dress Suits, $7.75; worth $22. Men's Melton Cassimere Winter Suits, $4.25; worth $12.

Men's Heavy English Double-Breasted Carr's Melton Overcoats, $6.75; worth $18.50. Men's Genuine Frieze Storm Ulsters, extra long cut, with large collars and all-wool flannel linings, $7.98; worth $21. Men's Blue and Black Beaver Overcoats, $8.50; worth $24. Men's Imported Silk-Lined Jersey Overcoats, $9.25; worth $30. Men's Elegant Prince Alberts, $11.98; worth $40. Men's Heavy Ulsters, $3.75; worth $18.50. Men's Pants, $1.75; worth $4.50. Men's Elegant Silk-Face Fall Overcoats, $6.75; worth $18. Men's Single and Double Breasted Hawthorne Cheviot Suits, $7.50; worth $20. Men's English Melton Fall Overcoats, $7.50; worth $22. Imported Wide Wale Dress Suits, $10.50; worth $35. Boys' Suits, $1.49; worth $4.50. Men's Winter Woroubo Beaver Overcoats, $4.98; worth $15.50. Men's Genuine Shetland Storm Ulsters, $8.75; worth $26. Men's All-Wool Pants, worth $5.50, at $1.49. Men's Extra Fine Silk and Worsted Dress Pants, $2.75; worth $7.50. Men's Heavy Ribbed Cassimere Pants, 98c.; worth $3; and thousands of other bargains. Don't buy a dollar's worth of clothing until you come here first and convince yourself that what is here advertised are facts beyond dispute.

Great Bankrupt Sale of Clothing, 783 Broadway, one door from corner of 10th st., New York City. Make no mistake. Look for number 783 before you enter. No branch stores connected with this sale. During this sale the salesrooms will remain open every evening until 8 o'clock, and Saturday night until 10.

HE HAS QUIT FOOLING.

His Wife Is Too Eminently Practical to See Through a Joke.

Many Torontonians have noticed of late that a prominent business man who was absent from his store for over two or three weeks "owing to illness," has since walked a little lame. More than one person has asked George what caused his lameness, but without eliciting the facts. The cat leaked out of the bag the other day, however, says the Toronto World.

About a month ago the business man's wife got the idea that she ought to have a revolver in the house. The husband protested in vain. She was dead set on having one and she got it. The following night, after teasing his wife about having something with which she would never use if it were required, he left the house, saying he would return in a few hours.

Shortly after the door closed behind him his wife was attracted by the sound of footsteps upstairs. Her first impulse was to scream; her second to run next door and ask assistance. Then she thought of the revolver, and of her husband's laughing taunts that she was afraid to handle it, as the sound of the steadily footsteps grew close to the top landing of the stairs. Flinging open the parlor door, she peered into the darkness and in a trembling voice demanded to know who was there. She fancied she heard a low laugh and then saw the slim outline of a man starting to descend.

"Stay back or I will shoot," she said, as she pointed in the direction of the figure. There was one more step, a report, and the man fell downstairs with a thundering crash, and lay unconscious almost at her feet. One look showed him to be her husband. Then there was a piercing scream and when some neighbors forced their way in the two were lying senseless in a pool of blood.

The husband has recovered, but will be lame for life, and it is safe to say that he will never try to frighten his wife again.

THE SCIENCE OF LIFE,

OR

SELF-PRESERVATION.

A BOOK FOR EVERY MAN,

Young, Middle-Aged and Old.

A MEDICAL TREATISE

ON

Exhausted Vitality, Nervous and Physical Debility, Sterility, Atrophy and Varicocele.

WITH

PRACTICAL OBSERVATIONS

ON THE

TREATMENT AND CURE

OF ALL

DISEASES AND WEAKNESS OF MAN.

125 invaluable prescriptions for all Acute and Chronic Diseases, 370 pages, 12mo, revised and enlarged. Full gilt, 270th edition, only $1, by mail, sealed. Prospectus, with high testimonials and unqualified indorsements of the press, Free. Send now.

W. H. Parker, M. D., the author of this famous, popular and scientific medical work, is the consulting physician of

THE PEABODY MEDICAL INSTITUTE,

No. 4, Bulfinch st., Boston, Mass., received the Gold Medal from the National Medical Association for the Prize Essay (The Science of Life, or Self-Preservation) on the above-named diseases, may be consulted in person or by letter from 9 to 9, Sundays, from 11 to 1. Confidential.

Established 32 Years.

The Peabody Medical Institute has many imitators, but no equal.—[Herald.

"The Science of Life, or Self-Preservation," is a treasure more valuable than gold. Read it now, every WEAK and NERVOUS man, and learn to be STRONG, VIGOROUS and MANLY.—[Medical Review.

A noble benefactor is Dr. Parker. He reaches the very roots and vitals of disease, and is enabled to apply sure remedies.—[Dr. Canover, U. S. Army.

CLOTHING

Men's, Youths', Boys' and Children's

AT POPULAR PRICES.

Men's Overcoats in all the latest styles and materials, from $10.00 to $40.00.
Men's All-Wool Suits, from $10.00 to $30.00.
Boys' All-Wool Suits, from $5.00 to $20.00.
Children's All-Wool Suits, from $2.00 to $10.00.
Boys' Reefers and Overcoats in all styles and materials. All goods as represented. Wearing qualities guaranteed.

CREDIT

given at cash prices. On account of the tightness of the money market our terms are more liberal than ever.

Ladies' Suits.

ALL THE LATEST STYLES OF BOTH FOREIGN AND DOMESTIC MARKETS. JACKETS ALL LENGTHS, FUR AND BRAID TRIMMING; NEW BELL SKIRT, BOX COATS, CLOTH AND SEAL PLUSH CAPES.

FUR CAPES,

MISSES' AND CHILDREN'S JACKETS, SUITS, GRETCHENS, NEW-MARKETS, &c.

DRY GOODS, HOUSEKEEPING GOODS, &c.

BLANKETS AND COMFORTABLES.

FURNITURE AND CARPETS.

Open Wednesday & Saturday Evenings until 9.30.

Brooklyn Stores, 464 & 466 Fulton St.

T. KELLY,

263 6TH AVE.

100, 102, 104 AND 106 WEST 17TH ST.

Entrance through the furniture store.

RETAILING AT WHOLESALE PRICES.

HAMMERSLOUGH BROS.

Thirty-five years ago we stepped to the head and front of the wholesale clothing trade, as makers of fine goods—and that's the position we occupy to-day. Sweller, better fitting, more reliable Clothing than ours, isn't made.

The sale, therefore, of our entire stock at strictly wholesale prices, offers advantages which every good dresser with an eye to the value of money will do well to heed.

Sale at our wholesale building on Bleecker st., corner Greene—just west of Broadway. Open Saturday till 9 P. M.

HAMMERSLOUGH BROS.

Bleecker St., Cor. Greene.

R. H. MACY & CO.

SIXTH AVE., 13TH TO 14TH ST.

OUR

GROCERY DEPT.

IS WORTHY OF THE ATTENTION OF ALL ECONOMIC HOUSEKEEPERS. QUALITY OF EVERYTHING GUARANTEED—DON'T BE MISLED IN SUPPOSING AN ARTICLE NOT EQUAL TO WHAT YOU HAVE BEEN GETTING BECAUSE THE PRICE IS LESS THAN YOU HAVE USUALLY PAID.

TRY OUR COFFEE, 34c. PER LB.

Either Ground or Roasted in the Bean.

BALLOON VERSUS SCHOONER.

A Race in Which the Aeronaut Was Supposed to Have Been Lost.

Capt. Eiermann, who made an ascension from Milwaukee in a balloon Sunday, arrived at St. Ignace on the schooner Ellen Williams, which had just come down the lake light for cedar posts. Eiermann was picked up by the Williams Saturday night, and as the captain could locate the spot, about twenty-five miles northeast of Milwaukee, says the Chicago Herald.

The balloon was sighted just ahead of the schooner by the lookout, who gave the alarm. The balloon at the time was driving along on the top of the waves, with the car every once in a while catching in the heavy sea that was running. The schooner's course was shifted and chase given to the air ship. For a time the latter kept away, but each time the basket caught in the waves the balloon would be brought up standing for a minute and then the schooner would gain. In this way the chase continued for nearly a half hour.

When the schooner came near the balloon Eiermann was discovered floating in the water. The Williams had passed him when he was first discovered, but she was put about at once, and after considerable trouble Eiermann was pulled on board more dead than alive.

He was soon revived, however, and in a few minutes was able to tell his rescuers who he was and where he came from. In the excitement of rescuing Eiermann the crew of the Williams did not notice what became of the balloon, which is supposed to have become disentangled from the car and floated off down the lake.

Capt. Eiermann said that after the balloon shot up from Schlitz Park he caught a current of air from the northwest which carried him out over the lake and to the southward. Hoping to get an inshore current he threw out the ballast to the last bag, but this did not lighten the balloon, which was filled with a poor quality of gas that did not give it the usual buoyancy.

After an hour the balloon began to settle and presently caught the south west breeze and was then hurled along down the lake. It sank lower and lower until it became apparent to Eiermann that it was only a matter of a short time when he would be in the lake. He put on the cork life-preserver which he had in the basket and prepared to make as hard a fight as possible for his life. At length a wave higher than usual dashed up into the basket, wetting him through and causing the airship to drag. A few minutes after the basket was dragging on the tops of the waves, which would dash in and fill it. To escape as far as possible, the aeronaut climbed into the netting, where he clung for his life for nearly an hour. At times the basket caught in the waves the shock would nearly throw him from his perch. Then the balloon would rise a few feet and sweep along until the basket caught again with a jerk that threatened to tear everything to pieces.

Eiermann was gradually losing strength and at last the contact of a bigger wave than usual threw him into the water. The life-preserver kept him afloat, but he was succumbing to the chill of the waves when he caught sight of the schooner. He cried out about the time he was discovered by the