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WANTS

St. Paul Daily Globe.

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MINNESOTA HISTORICAL SOCIETY.

CHARGEABLE TO A CIGARETTE.

A Burning "Snipe" Carelessly Thrown Among a Cargo of Cotton Sets Fire to a Steamboat and Destroys Upwards of a Score of Lives.

SUFFOCATED BY SMOKE AND ENGULFED IN DEEP WATERS.

Twenty-One Persons Known to Have Perished by the Burning of the River Steamer J. H. Hanna Off Plaquemine, Louisiana.

Burned Nigh Unto Death, the Captain and Pilot Bury Their Faces in the Mud of the River Bank to Alleviate Their Sufferings.

THE HEROISM OF THE CLERK COSTS HIM HIS LIFE.

Survivors Furnish the Harrowing Details of One of the Most Frightful Disasters That Ever Occurred in Southern Waters.

AMONG THE LOST.

Partial List of the Victims of the Disaster.

Capt. J. S. HOLMES, master of the steamer.
SAMUEL POWELL, chief clerk.
ROBERT SMITH, a pilot from Smithland, La.
MICHAEL O'NEILL, night watchman.
JOSEPH CRANE, cabin watchman.
MONROE DECK, first cook.
JOHN DUFFY, second cook.
JOSEPH HARVEY, cabin boy.
JAMES WATSON, second baker.
JOHN CRAFTON, carpenter.
Among those who are badly burned are:
DANIEL CARROLL, steward.
JAMES O'NEIL, deck hand.
JOHN GIBBONS, sailor.
LEWIS WELCH, roustabout, and a large number of others.

Special to the Globe.

PLAQUEMINE, La., Dec. 25.—The steamer John H. Hanna, loaded with cotton from Ouachita, burned here early this morning. The boat and cargo of cotton are a total loss. The burning of the steamboat was one of the most terrible disasters that has ever happened in Southern waters. The loss of life was heavy, nearly thirty persons perishing in the flames and in the river. At the time the fire was discovered, the crew were at their posts. Capt. Jolles was at the wheel, and in the pilot house with him was Bob Smith, a famous Mississippi river pilot, who was one of the men on the Robert E. Lee when she burned to the water's edge, some years ago. Second Engineer Merriam was in the room on duty, and Capt. J. S. Holmes, one of the finest steamboatmen on the river, was in command of the steamer. The boat had left Monroe Sunday morning well laden with cotton. She picked up freight all along, and when she got out of Ouachita and in the Mississippi, she had over 2,300 bales of cotton on board. It was just before Christmas day was being ushered in when the fine steamer was coming down the river. Several of the passengers on the boat were seated in the cabin making merry, and with no thought of

THE IMPENDING CATASTROPHE.

Many of the crew and passengers were asleep. There were deck hands on the boat, busy with freight, and the firemen and others were near the boilers. The boat was booked to land near Plaquemine. The Hanna had reached a point just a short distance above the town, when a negro roustabout, near the boilers, ran out to the after end and cried out that the boat was all on fire. John Cullen, a stoker, was near the place at the time and seeing the flames bursting forth from the big tiers of cotton near the boiler, ran hastily to the engine room and gave the alarm at once. Engineer Merriman took in the situation at a glance and at once sounded the alarm by blowing the steam whistle and ringing the bells. In an instant, certainly in a much shorter time than it takes to explain it, the flames shot through the cabin and over the sides of the cotton, wrapping

THE ENTIRE BOAT IN FLAMES.

First Clerk Powell was up stairs at the time, and when he saw the flames he heroically ran through the smoke-filled cabin and tried to arouse the sleeping people. He kicked at the doors, and in a short while almost everybody was awake. Then there was confusion worse confounded, and the frantic people on the boat ran to the different exits to make their escape, but the boat was piled high with cotton and the passage ways were filled with blinding smoke. Many dropped before they were able to get to the forward part of the boat, and were dead when the boat went down. As soon as the fire was discovered, Engineer Merriman set the steam pumps working and tried to battle with the flames, but the fire swept through the boat like a blaze on the prairie, and the engine room was soon in flames. Then to add further to the consternation,

THE STEAM PIPES BURST

and filled the place with scalding water. Merriman was forced to abandon his place, and he and the stokers and others ran to the sides and climbed through the pitman in order to save their lives. As soon as the smoke and flames began to shoot along the sides of the boat Capt. Jolles swung the wheel around and headed the boat for the shore. A full head of steam was on at the time and the boat was soon run into the bank. Before she did, however, she was doomed, and there was scarcely a bit of timber that was not furiously burning. When the Hanna struck the bank, she bounded away again and swung around, drifting down as she burned. Then Capt. Jolles jumped out over the cotton and, springing in the river, swam ashore. The

SIGHT WAS A WEIRD ONE,

viewed from the bank, and the town was aroused. Floating cotton, charred timber, and other debris filled the river, and many people were struggling desperately in the water for their lives. Some of them were able to swim ashore, but most of them were badly burned, or so exhausted that they struggled but a few moments and sank to rise no more. As the burning boat struck the bank of the river, the crew and passengers who had been able to reach the forward end of the boat, sprang ashore, some of them with scorched faces and bruised limbs, and many of them with scarcely any covering. Among those who managed to get off were Capt. Holmes and Bob Smith, the unfortunate pilot of the ill-fated Lee, who was a passenger on his way down to the city. Both men were

BURNED NIGH UNTO DEATH,

and the story of the way they perished is most heartrending. When the captain jumped ashore he was horribly burned, and in his frantic desire to be relieved of the pain he was suffering, he buried his face and hands in the soft mud and begged most piteously for some one to help him. Smith was just behind, and lay down beside the dying captain. Nothing could be done for the suffering men, and the two died together on the river bank. Capt. Holmes' body was placed on the train when it passed Plaquemine this morning and taken to New Orleans. Plaquemine was not slumbering when the fire broke out, and when the discovery was made that the Hanna was burning the entire town almost flocked to the river bank and

WATCHED THE VESSEL BURN.

The struggling unfortunates who reached the shore were taken care of, and doctors and others came to their assistance and tried to alleviate their sufferings. The City and Central hotels and private houses threw open their doors to the ill-fated people, and fed and clothed them until this morning. The Texas & Pacific train passed Plaquemine this morning, and most of the crew, with the exception of the deck hands, boarded her. The conductor of the train refused to take any of the survivors to New Orleans unless full fares were paid, and the rousters, having lost all their money and effects, were forced to remain in Plaquemine, where they will be looked after. Mr. Harpin, of the Underwriters, who was aboard at the time, paid out of his pocket $40 in money for passage for those who went to New Orleans.

No attempt was made to save any of the books or papers, and everything, together with the clothes of the crew and passengers, was lost. The boat burned rapidly after she reached the bank, and in a very short time after the alarm was given she burned to the water's edge. The hull sank and nothing was left of the Hanna but floating timber and burning cotton. The crew of the boat on the trip were J. S. Holmes, captain; Sam Powell and Jim Jordan, clerks; Lew Rawlings and Henry Jollos, pilots; W. Handley and J. C. Merriman, engineers; Daniel Carroll, steward; Samuel Bryant, first mate; Michael Cussick, second mate; John Gibbon, sailor man; Ben Duclos and Willie Higgins, barkeepers, and a carpenter, whose name is not known. Two chambermaids, Mrs. Demery and Mrs. Hunt; Jimmy Handley and Charley Thompson, firemen; John Rucker and Tom Cullen, stockers. Among those that were lost were Capt. J. S. Holmes, master of the boat; Sam Powell, chief clerk; Bob Smith, a pilot from Smithland, La.; Mike O'Neill, night watchman; Joe Crane, first cook; Jack Duff, second cook; Joe Horney, cabin boy; Jim Watson, second baker; the carpenter of the boat. Among those that are badly burned about the face, hands and body are: Dan Carroll, steward; Jim O'Neil, deck hand; Jim Gibbons, sailor man; Lewis Welch, roustabout; Henry Barber, roustabout, and a number of others. Coming down on the boat as passengers were a number of the crew of the Josie W, all of whom were saved. None of the men could say what was the origin of the fire. The general impression is, however, that some careless smoker threw a

CIGARETTE AMONG THE COTTON

and thereby caused the disaster. The death of John Crofton, the carpenter, was a sad one. He was in the upper portion of the boat, struggling to get near the front end. The flames were twisting and sweeping all about him and soon enveloped him. He tried to reach the bow, but he dropped and burned to death before the eyes of people who were unable to render him assistance. The body of Sam Powell, the chief clerk of the boat, was found this morning at about 9 o'clock near Sunshine plantation, seven or eight miles below Plaquemine, floating in the river. The second barkeeper of the boat said Mr. Powell was standing near to him when they both jumped into the water. Powell, who could not swim, got on a floating cotton bale, but two deck hands jumped on the bale also and turned it over, throwing Powell into the water and he disappeared. The boat was about fifteen yards from the shore when a great many people plunged into the river, and several who reached the bank in safety, became bogged in the soft mud and so intense was the heat of the burning boat, that they

WERE ROASTED TO DEATH

before they could climb up the steep bank to the levee. The fire was so rapid that before the pilot had finished sounding the alarm whistles the entire boat, from stem to stern, was a roaring mass of flames, and the ensuing scenes were terrible in the extreme. Men yelled and ran about the decks of the burning steamer like maniacs, and others, screaming at the top of their voices, threw themselves into the dark waters and were lost to sight. The second barbeeper says that several persons near him struggled in the water and begged piteously for help, but he could not render them any assistance because the water chilled him to the marrow and his clothing clogged his movements. A cabin boy, who was an assistant to the steward, said that the crew, who were in the Texas, were aroused from their sleep by the flames, which roared over them, and they were compelled to dive headlong from the roof of the boat into the river, and many of them were burned to death while in the water.

TOTAL OF TWENTY-ONE.

Upwards of a Score Lost Their Lives in the Hanna Disaster.

NEW ORLEANS, Dec. 25.—Later, a special from Plaquemine places the number known to be lost by the Hanna disaster as five whites and sixteen colored.

The following are additional names of the lost: John Barlow and Jim Blank (colored) roustabouts; Dick Blank (colored), mess room tender; Steploe John and Monroe Diggs, cooks; a child of Priscilla Wright (colored). There were forty-four roustabouts on the Hanna, of whom thirty-three are known to have been saved, leaving eleven unaccounted for. One thousand dollars was found in the pockets of Clerk Powell, whose body was recovered. The following named persons are among those saved: Mary Ramsey, chambermaid of the steamer Josie W.; Priscilla Wright and Millie Gentry, colored passengers; Will Marshall, cabin boy, John Jackson and Thomas Garrow.

CRAFT AND CARGO.

The Hanna Had 2,500 Bales of Cotton on Board.

Special to the Globe.

NEW ORLEANS, Dec. 25.—President Blanks, of the Ouachita River Consolidated Steamboat company, which company owned the burned steamer Jon H. Hanna, says that the boat had about 2,500 bales of cotton aboard. The John H. Hanna was built in Madison, Ind., n 1876 and hailed from Louis ville, Ky. She was of 377 tonnage and was owned by the Ouachita River Consolidated line. She was valued at $18,000, and was insured for $12,000 in local and foreign companies.

SURVIVORS' STORIES.

Those Who Escaped Death Give Details of the Disaster.

Special to the Globe.

NEW ORLEANS, La., Dec. 25.—On the arrival of the Texas & Pacific train from Plaquemine to-day, ambulances were at the depot and all the survivors of the disaster were at once conveyed to the Charity hospital, where they were given immediate medical attendance. Dan Carroll, the steward, said the first intimation he had of the fire was when he was awakened by Lew Rawlings. "I immediately jumped on the roof from my room, and there found the fire so strong it knocked me down. Being unable to rise, I rolled over the best way I could and fell into the river and swam 200 yards." Mr. Carroll is badly burned about his back, arms, hands and face, and his left leg is also severely sprained. He was taken to the hospital in a cab. He said that the last lady passengers that were on the boat on her down trip luckily got off at Baton Rouge. The passengers that were aboard at the time of the accident were: Capt. P. C. Montgomery and Mr. Harpin, of the board of underwriters; a drover and his son, who were saved. Mr. Carroll also said that

CAPT. HOLMES FELL DEAD

at the end of the boat's stage as he was coming off, and that one of his men and a bystander picked up the captain's body and brought it ashore. Jim Jourdan, second clerk, said: "I was asleep at the time and was awakened by the alarm signals. I immediately got out of my room, ran to the forecastle, and there found Sam Powell. I jumped into the river and swam ashore, but never laid eyes on Sam again. J. W. Handley, chief engineer of the boat, arrived at the office of the company owning the boat at 11:30 o'clock this morning. His face is badly burned. He says that the fire started in the cotton, just aft the boilers at a little before 12 o'clock last night. The second engineer was on watch and immediately blew an alarm, but so fast did the flames spread, that in three minutes the entire boat was ablaze. He jumped overboard from the shore end, and reached the bank. Turning round he saw Capt. Holmes

STRUGGLING IN THE WATER,

and made every effort to rescue him. The mud was very deep near the shore, and Capt. Holmes could not extricate himself quickly enough, and the flames soon became too hot to render his rescue possible. Capt. Holmes, Chief Clerk Samuel Powell, Carpenter John Crofton and Robert Smith, steersman of the crew, are known to be lost. James Given, sailor; James O'Neil, deck hand, and Dan Carroll, steward, are very badly burned. Mr. Handley further said: "I think that of the crew of the Hanna and of the Josie W, who were passengers, that the loss of life is from twenty to twenty-five. The boat when burned was lying at the bank at Plaquemine and the people of that town favored us with gaeat kindness and furnished us liberally with food and clothing." Among the lost was a small negro child. Her mother and two colored women were on the boat and were saved. There were no white lady passengers aboard as far as known.

HEROIC CAPTAIN HOLMES.

He Remained at His Post Until There Was no Longer Any Hope.

Special to the Globe.

PLAQUEMINE, La., Dec. 25.—The death of Capt. Holmes was an awful one. He remained at his post, doing all in his power to save the lives of others, until there was no longer any hope, then he leaped into the water to swim ashore, but there was a hog where he fell, and he could not extricate himself. The burning boat drifted near him and the intense heat almost roasted him. He put up his hands as if to keep off the heat, and those watching and trying to help him turn their faces to avoid the horrible sight. Some men in skiffs finally succeeded in placing a box between him and the boat, partially shielding him from the heat. The brave captain said to them: "Never mind me; I'll be dead in a few minutes, anyway." He was finally pulled out of the bog by a rope tied around his body, and was dragged ashore, but it was too late to save his life. He died within half an hour after being rescued. The body of Chief Clerk Powell bore no marks of any kind and it is supposed that he died of suffocation. Just before the alarm of fire was given Powell had been reading an account of the burning of the steamer Kate Adams, and had said that he could not understand how so many lives could be lost when land was so near.

STRUCK A SUNKEN SNAG.

The Steamer Silver Star Goes Down Off Whale's Back Light.

Special to the Globe.

PORTSMOUTH, N. H., Dec. 25.—The passenger and freight steamer Silver Star, of Bar Harbor, was sunk at 2 o'clock this morning near Whale's Back light, having struck a sunken wreck, which stove a hold amidships. Capt. W. H. Parker and the crew of eight men escaped in boats, but lost everything except what clothing they had on. The vessel sunk in three minutes. She had been refitting at Boston and carried no passengers. She was valued at $11,000.

ACRES OF BUILDINGS BURNED

Disastrous Fire in the Center of Porkopolis.

CINCINNATI, Dec. 25.—There was a great fire in Cincinnati to-day. It began at 8:30 this morning, and burned to ashes factories and dwellings covering three acres of ground. At the corner of Budd and Harriet streets, in the rope works of the Charles C. Jacobs Cordage company, the fire started. It spread rapidly in the building, in which tar and other material fed the flames, and it soon spread to the large stable, works and platform of the Cincinnati, Hamilton & Dayton railway, whose tracks were alongside the rope works for over 300 feet. Soon eight box and four flat cars on the railway were burning and the fire had extended cover a great area. Though the weather was calm the intense heat of the wooden building sent the flames bounding into the lumber yard of the Betts Street Furniture company, where $75,000 worth of furniture was turned to ashes. By this time the heat was almost unbearable. Soon the factory of the Central Furniture association, worth, with its contents, $75,000, was ablaze and doomed to destruction, and the Queen Twine company's factory, worth, with its contents, $80,000, was a minute later in the merciless embrace of the flames. From these the fire spread to adjacent dwellings. Two brick dwellings on Budde street, the property of Charles H. Jacobs, worth $15,000, were destroyed. A three-story brick on Budd street, belonging to Harry Mayberry, worth $6,000, burned to the ground. The frame dwellings on Budd street were also burned. The losses are as follows: Rope works, a long wooden building about $8,000; that of the C. H. & D. railroad including its twelve cars, all of which were burned with their contents, is about $20,000. In addition to the business houses destoyed there were a score or more of dwellings in the neighborhood more or less scorched. A large part of three fire departments was kept busy extinguishing and re-extinguishing incipient fires on the dwellings. In fact, the department had its hands full to keep the fire from becoming a sweeping conflagration, and in this the calmness of the day was a great help. The total loss, it is estimated, is rather over than under $300,000. The property was all fairly well insured. Three firemen were knocked out of service by injuries, but none of them are seriously hurt.

CUT OFF BY A CREEK.

A Stream of Water Saves a West Virginia Town From Total Destruction by Fire.

NEW CUMBERLAND, W. Va., Dec. 25.—Fire originating from a natural gas jet in the cellar of W. A. Scott's drug and jewelry store last night, destroyed the building together with Prosser's jewelry store, a barber shop, four dwellings, a carpenter shop, two stables and an ice house. All the houses within 100 yards of the conflagration were on fire at different times, but the flames were extinguished, and the buildings were not seriously damaged. The creek cut the fire off from the rest of the town, and was its only salvation. Total loss $15,000, fully insuaed.

IN DAVY JONES' LOCK.

Six of a Party of Seven Pleasure Seekers Drowned in San Francisco Bay.

SAN FRANCISCO, Dec. 25.—Late this afternoon, while a party of seven were out sailing on the bay about six miles from the city, the boat was capsized and six of the occupants drowned. Following are the names: Andrew Siegel, Kate Siegel, George Stump and wife, Mattox and Mary Morales.

An Entire Train Destroyed.

Special to the Globe.

DENVER, Col., Dec. 25.—It is reported that an accident occurred on the Midland railroad to-day near Lime creek in which a fireman named Robert Martin and a brakeman named Thomas Hulan were killed, and the entire train of freight cars was demolished.

Wool Growers Want Protection.

COLUMBUS, O., Dec. 25.—Columbus Delano, president of the National Wool Growers' association, has issued an address to the wool growers of the United States, in which he calls a meeting of the officers of national and state associations of wool growers at Washington, on Jan. 10. He says in his address that the wool schedule pending before the senate fails to afford adequate protection to the industry, and it is to consider this and similar questions of relief thst the meeting is called.

Flouring Mills Burned.

LONDON, Dec. 26.—Abbaw flour mills, at Waltham, have been burned. The loss is £90,000.

HUNDREDS HOMELESS.

Seven Acres of the Business Portion of Marblehead, Mass., Burned.

Many of This Morning's Victims Were Sufferers by the Former Fire.

The Fire Is Still Burning, and Definite Losses Cannot Be Ascertained.

Shoe Operatives Will Be Thrown Out of Work for the Winter.

Special to the Globe.

MARBLEHEAD, Dec. 26—12:40 a. m.—A conflagration is raging here, the larger part of the town being on fire. Help has been sent from Salem, Lynn and other places, but the firemen seem unable to check the flames. Telephone and telegraph wires have gone down. The entire business portion of the city is in ruins. The following firms have been burned out: Cropley & Bros., E. S. Woodbury, Johnson Horner, J. C. Peach, William Stevens, Jr. & Son, Edward Hathaway, Joshua Lefavour. Also the Boston & Maine depot and several other buildings. The fire started about 10 o'clock last night in the basement of Powers' furniture store, and is said to have been caused by the explosion of

A CAN OF BENZINE.

At midnight it is estimated that seven acres have been burned over and the entire loss will be at least $200,000. Among the buildings burned are Powers' block, the Rechabite block, Goldthwaite's three-story building, Monro's large shoe factory, a three-story block occupied by dry goods stores and the Boston branch grocery on the first floor, the Masonic hall on the second and a skating rink on the third; the four-story Allentown block, American Express company's building, Simon's variety store, the dwellings of Daniel Broden, George Church and Thomas Falls, Metcalf's box factory and other buildings. Nearly the same territory was burned over about twelve years ago, the fire starting in

NEARLY THE SAME PLACE.

Many of to-night's victims were sufferers by the former fire. The shoe business, which has been idle for several months past, was just starting up and many operatives will now be thrown out of work for the entire winter. The fire is still burning. It is impossible to get definite losses on account of the great excitement prevailing. The loss is now estimated at $500,000, instead of $200,000.

TWO DESPERATE THIEVES.

They Rob the Express Messengers on a Moving Train.

Special to the Globe.

SAN FRANCISCO, Dec. 25.—The overland east-bound Central Pacific train was held up by robbers near Clipper Gap, in the Sierras, this morning and robbed of a large amount of money, said to be $50,000.

TRUCKEE, Cal., Dec. 25.—Bob Johnston, the express messenger, says the glass transoms over the doors at both sides of the car were broken simultaneously and two revolvers were thrust through, covering him and his helper. They had to open the door and let the robbers in. The robbers took all the coin packages from the safe, putting them in a pouch slung over the shoulder of one of them, and then jumped from the train. When the train stopped at New England mills the messenger described the robbers, who were two young men, only partially disguised. They were apparently well acquainted with the route and knew how to work the car. Their descriptions were telegraphed everywhere from Colfax, and two tramps were held as witnesses. The amount stolen is not known, but it is believed to reach into the thousands.

UNDER MARTIAL RULE.

Whites and Blacks Make Fresh Trouble in a Missouri Mining Camp.

Special to the Globe.

BEVIER, Mo., Dec. 25.—Fresh trouble broke out here to-day among the miners. The negroes were the aggressors, and several shots were fired by both sides, but no one was injured. The militia at once proceeded to the scene of the trouble and arrested five of the ringleaders. All is quiet to-night.

General Jail Delivery.

Special to the Globe.

CHATTANOOGA, Dec. 25.—Fourteen prisoners escaped from the Hamilton county jail at 2 o'clock this morning by cutting off six iron rods an inch in diameter and sliding down a rope made of blankets to the ground. Officers have been searching the country in all directions, but none of the fugitives have been recaptured.

Struck One Man Too Many.

CHARLESTON, W. Va., Dec. 25.—This afternoon Fount Horner, aged twenty, became crazy with drink, and, obtaining a club, ran through the streets, knocking down and severely injuring several people. The last man he struck, Edward Aimes, drew a knife and killed his assailant. Aimes was arrested, but afterwards was discharged.

Cremated in a Tenement.

Special to the Globe.

NEW YORK, Dec. 25.—During a fire in the tenements 79 and 81 Bowery at 2 o'clock this morning, Charles Stackler, aged twenty-six, was probably fatally burned, and a number of other tenants were saved with difficuly by the police and firemen.

Murdered for Meat.

GREENSBURG, Pa., Dec. 25.—George Fori and George Kunie quarrelled over the division of a piece of meat this afternoon and Fori drew a knife and killed Kuni. Fori is still at liberty.

His Injuries Proved Fatal.

Special to the Globe.

CINCINNATI, Dec. 25.—George Bushkemp, who was injured at the Strobel fire Friday night, died this afternoon.

SET THE LAW AT DEFIANCE.

Striking Switchmen Interfere with the Running of Union Pacific Trains.

Special to the Globe.

DENVER, Colo., Dec. 25.—The Union Pacific Railroad company to-day notified their striking switchmen at this point, that unless they returned to work at once their places would be filled by new men. After a consultation five crews returned to work this afternoon and others will resume work to-morrow. The company are working a short force, and experience some difficulty in getting out trains on account of the interferance of strikers, and have placed deputy sheriffs on passenger trains, who guard them through the company's yards and get off at the city limits. The Omaha express, leaving here at 10:30 to-night, was boarded by strikers after the deputy sheriffs left the train, at the Burlington crossing, two miles from the city, the engine uncoupled and the train delayed nearly two hours.

THREE OF A KIND.

Avengers Run Down More Negroes Engaged in the Wahalak Massacre.

ST. LOUIS, Dec. 25.—Latest advices from Wahalak, Miss., the scene of the late race troubles, are to the effect that three more negroes have been captured, but their names are withheld. From the prisoners just taken it is learned that George Maury, Cash Maury and George Coleman were wounded in the fight Sunday night, Dec. 16. Walter Crook, the most intelligent of the fugitives, is supposed to be in hiding at the residence of a white man. A search warrant has been secured to ransack the place. The wounded men are slowly recovering.

Life Not Worth Living.

Special to the Globe.

NEW YORK, Dec. 25.—William Weissmann, a butcher, who has been unable to obtain work for some time, shot himself to-night and will die. William H. Reagan, a salesman, tried to commit suicide at the Astor Place hotel to-night by turning on the gas. No cause is assigned.

Three Drowned Together.

Special to the Globe.

LAKE VILLAGE, N. H., Dec. 25.—George B. Renou, aged forty, his son, Burtal Renau, aged fifteen, and Ammon Veasey, aged thirteen, were drowned to-day while skating on Round bay.

Her Lover Left Behind.

Special to the Globe.

MONTREAL, Que., Dec. 25.—Annie Jones, who eloped from Utica, N. Y., recently with Walter Smith, a dry goods clerk, was arrested at a hotel where she was stopping and sent home to-day. Her lover was left behind.

Preferred Death to Poverty.

Special to the Globe.

JERSEY CITY, N. J., Dec. 25.—Adam Bubb, aged seventy-five years, a saloonkeeper at 349 Palisade avenue, hanged himself in his bed room this morning. Business troubles led to the suicide.

Salisbury Must Settle.

Special to the Globe.

LONDON, Dec. 26.—The Times implores the government to endeavor to procure an early settlement of the Newfoundland fisheries question and the controversy between France and England, which are in an anomalous and unsatisfactory position.

AN OLD CURIOSITY SHOP.

Harrison's Parlor Is Piled to the Ceiling With Quaint Things.

INDIANAPOLIS, Ind., Dec. 25.—Quiet reigned in the Harrison homestead to-day. The general stayed at home all day. The first half was devoted to work in his library. This week, or at least a portion of it, will be devoted to outlining his inaugural address. There were but few callers to-day, and they were all from this city. The general does not look for any of the distinguished leaders of his party here during the week, though some may put in an appearance. He fully expects to accomplish a good deal of work this week in the way of preparing for actively assuming his duties next March. Far off Oregon sent in a contribution to the Christmas presents to-day in the shape of a spider web woven out of fine brass. Below it hangs a plate having on one side the words "Walk Into My Parlor," and on the other, "Home, Sweet Home." Presents were exchanged between members of the family, and some of the more intimate friends in this city sent in some. The parlors grow more and more like a curiosity shop with each day. It has been the most quiet and uneventful day since the nomination at Chicago.

GROTTKAU IS GUARDED.

The Milwaukee Anarchist Presides at a Christmas Festival of the Reds.

CHICAGO, Dec. 25.—A Christmas tree, surmounted by a red flag, several yards long, was the centre around which danced to-night, in Arbeiter hall, scores of anarchists and socialists with their scarlet-decorated wives and children. Gifts from the tree were distributed to the youngsters in the regulation Christmas fashion. Then came a speech from Paul Grottkau, whom the supreme court of Wisconsin has just decided still owes the state penitentiary several months' service for his part in the Milwaukee riots. Unlike on former occasions, Grottkau's remarks this evening were studiously free from anything incendiary. Christmas, he explained, was not the time for a discussion of "economics." The bitterest remark of Grottkau was that "if Christ himself came here to-day and preached the doctrine of communism, which his followers practiced, he would, judging from recent events, be hanged."

Christmas in Gotham.

Special to the Globe.

NEW YORK, Dec. 25.—Christmas day in this city and Brooklyn was celebrated with the usual religious service, and with elaborate dinners to the unfortunate occupants of public institutions. The weather was fine, and to all appearances it was a genuine merry Christmas.

New Bridge Opened for Traffic.

Special to the Globe.

CINCINNATI, Dec. 25.—The new bridge over the Ohio river, built for the Chesapeake & Ohio railway, was opened to-day. A passenger train passed over it at noon.

BOOMING BOULANGER

Gen. Montalan Gives the Man on Horseback a Big Boost.

Canny Joe Chamberlain Declines to Step into Sackville's Old Shoes.

German Newspapers Fiercely Attack the British Minister to Russia.

Salisbury Appoints a Commission to Consider Scotch Autonomy.

PARIS, Dec. 25.—Gen. Boulanger's cause has received an immense accession in the candidature of Gen. Montaban for a seat in the chamber of deputies. His appearance as a candidate in the department of the Seine, conjoined with Gen. Boulanger, opens favorably for the Boulangists a most momentous election campaign. The ministers feel the danger acutely, and to-day they held a council at the Elysee to consider how to face the situation. Gen. Montaban gives his cachet to the army support of Boulanger. He says:

"Since Gravelott, when he held in check the attack of Von Steinmetz's corps on the left of the French lines, his name has been cherished by the army. During the five years of his command of the Second army corps he added to his popularity."

Gen. Montaban's address is a frank espousal of the Boulanger programme. He denounces the chamber of deputies as being powerless for good; as offending the national conscience; and as compromising the interests of the country. He demands the summoning of a constituent assembly as alone competent to express the national will. He invokes his own past, showing that hitherto he was a stranger to

PERSONAL PARTY QUARRELS

and that he was now actuated solely by motives of patriotism. Gen. Montaban appears as a conservative. His return to the chamber is certain. The assailants of the government now comprise conservatives wanting revisions, Bonapartists and Boulangist radicals. In the government ranks the opportunists and moderates have a strong personal element. M. Floquet, Clemenceau, Ferry, Lacour, Rainoch and other leaders are divided on the question of the necessity of a revision of the constitution, but are united against Boulangism. M. Floquet dominates now and appears to be determined to keep the lead. He is pressing his comrades to draw away from the Conservatives' support from Boulanger by proffering a revision bill accompanied by a scrutine d' arrondissement measure of a one-man vote system, and then dissolve the chamber. The influence of the Panama canal collapse on the electorate depends upon a variety of chances, including the time at which the election is held. If the peasant shareholders who are not unable to realize that their

SAVINGS HAVE BEEN SWAMPED

get time to connect their ruin with the present form of the republic, Gen. Boulanger will triumph. Meetings of Panama shareholders in provincial centers continue to pass resolutions in support of De Lesseps and to sign engagements binding them to forget the payment of interest by the company. This action, however, does not affect the general belief that the company has collapsed. At a meeting at Bordeaux on Sunday 1,200 shareholders signed an agreement to forego the payment of interest, and at Angers, yesterday, several hundred signatures were obtained in a similar agreement.

SOMETHING OF A DEMAGOGUE.

PARIS, Dec. 25.—Gen. Boulanger in an interview to-day extolled M. Reich for demanding the annulment of the decree of banishment against the Duc D'Aumale. He said; "The first act of my government, if the country raises me to the presidency, will be to repeal the laws relating to banishment, readmit everybody, and open to all Frenchmen the France I love so well."

PARIS, Dec. 25.—Gen. Boulanger announces his intention to contest against the ministerial candidate the seat for Paris in the chamber of deputies made vacant by the death of M. Hude. The Republican journals urge Republicans to unite in support of a single candidate.

JOSEPH SAYS NAY.

Chamberlain Will Not Accept the Position Vacated by Sackville.

Special Cable to the Globe.

LONDON, Dec. 25.—It is asserted that the position of British minister to Washington, made vacant by the dismissal of Lord Sackville, has been offered to Joseph Chamberlain and refused by that gentleman. It is understood that Mr. Chamberlain intends living in high state next summer at his house at Prince's Gate, which, it is expected, will become a Mecca for wealthy Americans.

MAD AT MORIER.

The Cologne Gazette Again Attacks the British Minister to Russia.

BERLIN, Dec. 25.—The Cologne Gazette renews its attack upon Sir R. D Morier, British ambassador at St. Petersburg, to-day. In a savage article on the subject of his connection with Marshal Bazaine, the paper says:

We assert that Bazaine named Morier when at Darmstadt, as the author of the information which reached him about the movements of the German troops and are prepared to prove the truth of the assertion."

Count Von Moltke Cheered.

BERLIN, Dec. 25.—Count Von Moltke, while making some purchases in a shop to-day, was cheered by the crowd, which finally became so demonstrative that he was compelled to take refuge in a cab.

Secretary De Foresta Promoted.

ROME, Dec. 25.—Count de Foresta, secretary of the Italian legation at Washington, has been appointed to the legation at Brussels. He will be succeeded at Washington by Signor Denitto.

BESPATTERED BERLINERS

Notwithstanding the Dreary Weather and Court Mourning Emperor William's Subjects Make Merry.

BERLIN, Dec. 25.—The burden of the Christmas comments of pulpit reverts to the anxieties prevalent at the same period for the last three years, and to the existing prospects of peace. Germany holds the Weihnacht breathing peace, while conscious that the war-drum still rolls afar. The weather has not been Christmas-like. Instead of a crisp frost there has been a prolonged period of damp, cold and rainy weather, and the streets of the capital abound in mud. Tradesmen's hearts have been made lighter for the past few days by an influx of buyers that exceeded all expectations. The empress has been actively engaged in buying presents for the court and the royal family. Last evening, after the imperial dinner at the palace, the gifts were distributed. The household officials of the empress and the Dowager Empress Augusta made unusually large purchases for distribution among the poor. Notwithstanding that the court mourning extends to official circles, Berlin makes merry. Within the royal schloss, the presence of the youthful family keeps the times lively. Yesterday the emperor, accompanied by Princes William and Frederick, visited the empress and dowager empress and then joined the children's party at the schloss, where, among other presents, was a resplendent Christmas tree from Empress Frederick. Prince Henry entertains, at Kiel, his father-in-law, the Grand Duke of Hesse, and Princess Alice. In Christmas amusements there is little variety. The Volkstheatz presents the legend of the Riesengebirge. Krall's continues closed. The Lessing theater is running a Viennese comedy called "Brought Home."

SCOTCH AUTONOMY.

A Government Committee Appointed to Take Testimony Which Will Form the Basis of a Bill.

Special Cable to the Globe.

LONDON, Dec. 25.—The Marquis of Lothian, secretary and keeper of the Scotch privy seal; Charles T. Richie, president of the local government board; Mr. Balfour, chief secretary for Ireland; Lord Balfour, of Burleigh, and J. H. A. MacDonald, lord advocate of Scotland, have been appointed a government committee to sit during the parliamentary recess for the purpose of hearing the testimony of government officials with regard to the present and possible future government of Scotland. The aim of this committee will be to draft a bill, based on the testimony taken, formulating a scheme for local government in Scotland, which will be presented to the house of commons in the early part of the next session of that body.

STILL ABLE TO WORK.

Bismarck's Illness Has Not Incapacitated Him for Duty.

BERLIN, Dec. 25.—The chancellor's illness, which has given rise to alarmist rumors in the Progressist press and the French newspapers, does not hinder his work. He has wired his congratulations to Lord Salisbury regarding the English victory at Suakim. Herr Bleichroder, the banker, privately entered Friedrichsruhe yesterday. It is surmised that his visit is for the purpose of consulting with Prince Bismarck in regard to the coming imperial loans. Immediately after the visit, a Frankfort syndicate which was arranging a loan of 7,000,000 marks for the Bulgarian government, received official a loan would be impossible within German territory. More changes are being made in high military commands. Gen. Winterfeldt, governor of Mayence, has been retired, Gen. Reibnitz replacing him. Since the emperor began the work of reforming the service, sixty-five generals have been placed on the retired list.

AN HISTORICAL HOME.

Such Is the House in Which Laurence Oliphant Passed Away.

Special Cable to the Globe.

LONDON, Dec. 25.—Yorkhouse, Twickenham, the resident of Sir Grant Duff, in which Laurence Oliphant, the celebrated writer, died, is the historical home of the famous Lord Clarendon, grandfather of Queen Anne, the last sovereign of the house of Stuart. In this house Queen Anne was born, and it became the residence of the Comte de Paris after the latter's return from America, where he served in the army during the war of the Rebellion. He sold the seat to Sir Grant Duff in 1877. Mr. Oliphant will be buried at Twickenham at noon on Thursday next.

CROWNED WITH LAURELS.

Bredonten Shipwrights Pay Honor to Their King.

BERLIN, Dec. 25.—When the Emperor William visited the Vulcan shipbuilding works at Bredonten Saturday he was greeted by 3,000 workmen, who lined the approach to the works. A crown of laurels was offered to his majesty, who, in accepting it, said: "I thank you. These are the first laurels that have been offered me. I am happy to think that they are the laurels of peace."

Milan Preparing to Abdicate.

Special Cable to the Globe.

BELGRADE, Dec. 25.—Forty men from each provincial garrison have been summoned to Belgrade to be present at the opening of the skuptschina. The Vienna Tagblatt asserts that King Milan of Servia has drafted an act of abdication which he will shortly promulgate.

King Milan has accepted important radical amendments to the constitution, abolishing capital punishment for political offenses, excepting attempts on the life of the king or crown prince; declaring that citizens may not be arrested without a judicial warrant, and that the skuptschina must consent to the approval of commercial treaties.

Britons Will Fortify Suakim.

LONDON, Dec. 25.—Before withdrawing entirely from Suakim the British will build strong permanent forts on which guns will be mounted so as to sweep the plains. Black regiments will be left to garrison the place.

Gladstone Cordially Greeted.

Special Cable to the Globe.

NAPLES, Dec. 25.—Mr. Gladstone attended religigus services in the English church to-day. He was cordially greeted by the people while going to and from the church.