

## CARPETS AND FURNITURE.

# We Are Getting Ready FOR Christmas

It is now less than a month to Christmas and already we are beginning to have inquiries for suitable goods for Holiday Gifts. We just want to call your attention to the fact that we will put to one side anything you may select, and deliver it at any time in December you may designate.

Every year shows an increase in the sales of Furniture for Wedding, Anniversary and Holiday Gifts.

You need not fear that because a gift is useful it will not be appreciated.

We shall spare no pains to offer the trading public suitable goods for the merry days of December.

**A. Z. FOSTER,**  
Carpets and Furniture,  
422, 424 and 426 Wabash Avenue.

## TIME TABLE.

RAILROAD TIME TABLE.  
Standard time 10 minutes slower than city time.

**VANDALIA LINE.**  
LEAVE FOR THE WEST—1:42 a. m.; 10:21 a. m.; 2:10 p. m.; 8:10 p. m.; 9:01 p. m.  
LEAVE FOR THE EAST—1:30 a. m.; 1:51 a. m.; 7:15 a. m.; 12:47 p. m.; 2:30 p. m.; 5:03 p. m.  
ARRIVE FROM THE EAST—1:30 a. m.; 10:12 a. m.; 2:00 p. m.; 8:05 p. m.; 8:45 p. m.; 9:30 p. m.  
ARRIVE FROM THE WEST—1:30 a. m.; 1:42 a. m.; 12:47 p. m.; 2:10 p. m.; 5:03 p. m.

**T. H. & L. DIVISION.**  
LEAVE FOR THE NORTH—6:00 a. m.; 4:00 p. m.  
ARRIVE FROM THE NORTH—12:00 noon; 7:30 p. m.

**T. H. & P.**  
Trains leave for the south at 5:20 a. m.; 10:15 a. m.; 8:40 p. m. and 9:50 p. m.  
Trains arrive from the south at 5:10 a. m.; 10:01 p. m.; 8:30 p. m. and 9:40 p. m.

**E. & L.**  
Trains leave for the south, mail and express, 8:15 a. m.; North, mixed, 4:05 p. m.  
Arrive from the south, North, mixed, 10:15 a. m.; mail and express, 4:05 p. m.

**C. & E. I.**  
Trains leave for the north at 5:20 a. m.; 10:25 a. m.; 2:45 p. m.; 8:45 p. m.  
Arrive from the north at 5:15 a. m.; 10:15 a. m.; 8:35 p. m.; and 9:45 p. m.

**BIG FOUR.**  
Trains leave for east at 1:20 a. m.; 8:02 a. m.; 12:54 p. m.; 3:45 p. m.; 10:09 a. m.; 12:54 p. m.; 7:27 p. m.

## CHANDLERS.

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## NEW ARRIVALS.

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## AFFAIRS OF THE RAILWAYS.

THE LOGAN EXTENSION OF THE VANDALIA NEARING COMPLETION.

G. A. Hurd, Superintendent of Transportation of the E. & T. H., Looking for a Chief Train Dispatcher.

Chicago, November 22.—The final details of an arrangement were finished late yesterday and the contract duly signed by the proper officers of the interested companies. By the terms of the contract the Rock Island and the Atchafalaya bind themselves to the operation of a through line, to be known as the Rock Island & Santa Fe route. The agreement provides for the handling of all freight in through cars and on through bills when that traffic originates east of the Missouri river or on the Pacific slope. The route from Albuquerque will be over the Atlantic & Pacific, a division of the Santa Fe, to Mojave and thence over the Southern Pacific to San Francisco. The Southern Pacific is powerless to prevent the scheme, owing to the perpetual contract of the Atlantic & Pacific for the use of the Southern Pacific traffic.

**Railway Rumblings.**  
The Vandalia pay car was making the rounds in this city to-day.

G. A. Hurd, master of transportation of the E. & T. H., was in the city yesterday.

A mortgage has been filed by the Lancaster & Hamilton Railway Company to the Central Trust Company of New York, for \$1,500,000.

L. W. Drake, has been appointed traveling passenger agent of the Santa Fe with headquarters at Denver, vice S. H. Babcock resigned.

Wilson & Davis, administrators for the deceased, have entered suit against the Lake Shore for the killing of brakeman Josiah Hockett in September.

There was a slight freight wreck at Woodbury on the Vandalia on Wednesday night which delayed the night passenger train about two hours.

R. A. Taylor, chief line reporter of the Vandalia, and his able assistant, R. G. Sweeney, are at Plainfield to-day doing some work on the company's lines.

President D. J. Mackey, of the E. & T. H., has ordered seven new engines from the Pittsburgh Locomotive Works, to be delivered by January 1st, for use on that road.

Jacob Elgster, a German farmer, was struck at St. Jacobs by train No. 30 on Wednesday morning.

Chicago, Burlington & Quincy officials have admitted that the Union Pacific has offered to make a traffic contract between the Kansas Pacific division of the Union Pacific and the Burlington but is hardly probable that the C. B. & Q. will entertain the proposition.

The Brotherhood of Railway Conductors, Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen, of Evansville, will give a grand ball in that city Wednesday evening, December 10th. A thousand tickets are said to have already been sold.

H. F. Elliott, a brakeman on Vandalia train No. 22, was killed at Plainfield this morning. He had got out on top of a high refrigerator car and as the train ran under the bridge struck his head on one of the overhead supports. He lay lying on top of the car dead when found.

The Evansville, Newburg & Rockport road has filed articles of incorporation at Evansville with a capital stock of \$100,000. The incorporators are Wm. Heilman, D. J. Mackey, F. W. Cook, W. J. Wood, Lee Howell, C. F. Hopkins, Joseph Cox, J. S. Hurd, Mr. J. N. Kellie, J. D. Cornick, George Wheeler, and Gus Muhlhausen.

Work on the Vandalia's northern extension in track laying for the same has progressed several miles north of Gallien and is being pushed forward at a rapid rate. The track layers have begun to work southward from St. Joseph and will soon have several miles of track laid. Before December 10th the road will be completed.

The E. & T. H. is soon to have a new chief train dispatcher, but as yet no announcement is made of who it will be. G. A. Hurd, master of transportation, was in the city last night on business, and it is said that he approached a well-known train dispatcher on the subject. The gentleman in question was very well satisfied, however, and will not accept the position.

The Inter-state Commerce Railway Association is considering a plan of attack upon the scalpers and the members of the association think they have at last hit upon a plan whereby the scalper will be compelled to retire from the business. The scheme is to create a commission of passenger traffic, who shall be an officer of the Inter-state Commerce Railway Association. The commissioner will be subordinate to Chairman A. F. Walker.

General Passenger Agent E. A. Ford, of the Vandalia, President J. F. Barnard, of the O. & M., Traffic Manager O. G. Murray, of the Big Four, President McKee, of the Vandalia, General Ticket Agent John Egan, of the Big Four, and General Passenger Agent Chandler, of the Wabash, were at St. Louis yesterday attending a meeting called for the purpose of revising the President Cleveland agreement so far as it effects passenger business.

With its fourteen daily passenger trains, with Charlie Owen as western passenger agent at Wichita, Kan., and Charlie Curtis as southwestern passenger agent at Dallas, Tex., the Vandalia is now in the market for through business from the west and southwest. Charlie Owen is one of the best passenger men in the service and is a booster for business. Charlie Curtis, although a newer hand at the business, is considered first class and the through business is now beginning to hum. Charlie Mixer, who is located here, is "one of the finest" and his work makes a good showing. There seems to be something in the name of Charlie from the way passenger business is booming at present.

**Independent Journalism.**  
There are plenty of reasonably successful newspapers which acknowledge their dependence of party and accept party honors and patronage as legitimate rewards, but the journals which are most widely read and most potential in molding public sentiment are those which plant journalism distinctly above party and reject all political preferment as absolutely incompatible with the editorial direction of the successful newspaper, and every advance in journalism widens and deepens the chasm between the editor and the place-seeker.—Philadelphia Times.

**A Big Mission.**  
A new phase of the Salvation Army movement has developed in London. It is proposed to invade the fashionable

west end, and a society has been formed which will seek to convert the blue-blooded aristocrats of that quarter. Even Marlborough house will not be spared from the invasion, and "Tummy" will be prayed for and sung to after the regulation method. This is even more unpromising essay than the evangelizing efforts in Borrioboola-Gab.—Chicago News.

## ABOUT BOOK-CASES.

How the Best Ones Are Made and How to Arrange the Books.

The best book-cases are those made half high, not those cumbersome, glass-doored edifices which indicate that the contents are made to look at, not to read. The wood may be either hard like cherry, ash, mahogany or black walnut, or merely pine stained to resemble either, according to the finish of the room. The simplest book-case is best of all. End pieces about five feet high, with grooves on the inside to hold the shelves, the fronts of which are either rounded or finished with stripes of pinked leather, and the shelves themselves can be made by an ordinary carpenter. Let it fill the space between the chimney and the end of the room or the entrance doorway and the side, varnish it, or stain and varnish, and then proceed to arrange the treasures of many a lifetime. Do we realize that these best works of good men and women are the epitomes of vast labor, research and thought? Then let us house them with genuine tenderness.

It is a good plan to have the bottom shelf broad enough to hold atlases and books of reference, like heavy cyclopedias, when laid on their sides, unless we have for them special rests or tables. Large, heavy leaves are inclined to break away and drag down from the back, and then a book soon goes to ruin. That is the reason why children should be taught never to pick up a book by one cover only. It tears the cover loose from the back. For no reason ought a child to be taken by the ear except to show it how a book feels—or to a book lover seems to feel—when dragged about by a single cover.

After the books are arranged in the case there is left the upper shelf for a couple of pictures on easels, with a central flower vase or bronze. But to dedicate the space to an indiscriminate lot of bric-a-brac is a desecration. Nor should it be used for an old paper shelf; let papers be relegated to their proper receptacles. It is, though, a place for current magazines and a book or two subject to daily perusal.

But the book-case is not yet finished. In front, depending from a brass rod, let us hang a curtain of India silk, the color of which shall harmonize with the prevailing tint of the room. This curtain should be drawn only when the room is dusted. On sweeping day a muslin cover, kept for this purpose, is thrown over the top, and reaches to the floor, for our book lovers do not tolerate dust on their volumes.—Good Housekeeping.

## BAGS IN MANY FORMS.

How to Fit Neatly Every Corner in the House with One of Them.

As if in protest against the sneer of those who declare that women suffer from a scarcity of pockets, bags have been introduced in many forms—for dusting clothes to hang in all rooms, from the drawing-room to the bed-room, for shoes and stockings in the bed-room, for laundry in the bed-room closet or bath-room, for the dining-room buffet. In fact, nearly every corner of the house may now be fitted up with an ornamental and useful bag for something. The dusting bag properly made in every room in the house, and contain a little hemmed square scrim, which should be changed when soiled for a fresh one. This bag is properly made of linen, embroidered in white linen floss, or of cretonne or any nice ornamental cotton that can be laundered. A curtain-ring of wood is the proper thing to suspend it from, as it can not be soiled like ribbon. This bag may be a very ornamental piece of work. In any of the graceful South Kensington patterns of flowers, or in a graceful geometric design work in washable crevels or silk, which are warranted not to change color. A flower and spider-web is an especially appropriate design for this purpose. A shoe-bag is a very useful article, well-nigh indispensable to a well-ordered household. These bags should be made of some washable material like chintz or cretonne. A towel of large size makes a very useful laundry bag for small articles like handkerchiefs and collars. A willow hamper is the most suitable receptacle for the main part of the washing. The bag of chamois leather to hold the silver not in use is probably best made simply with or without a lining of cotton flannel, though this material is specially recommended to wrap silver by silversmiths. The most useful bags which may be made of silk or velvet or other rich materials are the large square workbags which are carried by ladies generally now. These bags should be lined, glosed at the top with drawing strings of silk cord. Such bags should measure about ten or twelve inches square in size, or larger as the wearer fancies. A dainty bag is now sometimes hung on the top of a head-rest on the chair, while the bag hangs at the back.—N. Y. Tribune.

## A Poisonous Practice.

If housekeepers everywhere would start and maintain a crusade against the sale of undrawn poultry in the markets or by farmers, it would work a most wholesome hygienic reform. It is a vicious practice, an abuse, in fact, that people have endured, as they have many other abuses, because there is no remedy except in concerted action or legislation. It is impossible to keep undrawn poultry even a few hours without the beginning of putrefaction from the effects of the gases from the undigested food in the "crop" and intestines. The longer it is kept, the more of the poison goes into the flesh, and, in the majority of cases, the poultry that reaches the kitchen from the market is actually unfit for food. Housekeepers could well afford to pay a larger price to hold the poultry dressed immediately upon being killed—they pay for much weight that is thrown away, as it is, besides having left a mass of poisoned flesh. It is urged that some people prefer the flavor of undressed poultry, but that fact only makes the matter more alarming, since it indicates that we are cultivating a taste for putrid meat.—Good Housekeeping.

## IMPORTED CIGARS.

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## HUNTING WITH DOGS.

How the Greyhound Displays Its Strategy and Intelligence.

The greyhound is becoming a popular dog in America, and coursing clubs are being formed throughout the country, dogs being imported at great expense. In certain regions of California the hare exists in myriads, and the ranchers keep the greyhounds to run them off, so it is natural that Californians should believe that they have some of the fastest dogs in the country. How fast can they run? A good greyhound has been known to run four miles in twelve minutes. "Silk" has caught a hare within one hundred and fifty feet of the start, and as for "Mouse," now fat and heavy, I have run the fastest horse I could find against her, and she was always just ahead, looking back as it says: "Why don't you come?" The pace of the dogs is illustrated by the fact that two of them when running in a vineyard came into collision; light and slender as the animals were, one dog's neck was broken and the other hound was seriously injured.

Coursing is by no means a new sport. Not only is it an old English custom, but even in the ancient carvings of Thebes we find the greyhound. Among the ancients chasing the hare with these dogs was considered a noble sport, for the greyhound has an aristocratic mien, and is the type of refinement and culture among dogs. True coursing differs materially from the methods of the hunt described, and often degenerates into a sport carried on simply for gain. It was first organized as a sport by Thomas, Duke of Norfolk, in the time of Elizabeth, and the old rules are to some extent followed in England to-day. In these the various efforts of the dogs in turning the hare count, and numbers of dogs contest, one with another, to a finish. In America coursing clubs rarely, if ever, run the dogs in narrow inclosures, as it is thought sportsman-like not to give the hare every advantage. Certainly such is the spirit of the sport in Southern California.

The hare runs as fast as the dogs, but as he lacks their endurance he takes them up slopes and over rough country, displaying great cunning. One hare, which I have chased a number of times, invariably ran in a wide circle, finally leading the dogs among the rocks and escaping in a thick grove. This little animal is indebted to me for much exercise, and I have no doubt he enjoyed the running. The hare being smaller and lighter can turn more quickly, and the best dog is the one that can most adroitly meet these quick changes of direction. The pack is rushing along when the hare suddenly turns at a right angle; poor dogs overrun and take a wide turn, and before they can recover, the hare is far away. Still, a good dog will lose but little. Once my dog had almost caught a hare, when the cunning little animal darted to a tree and began to run around it in a circle, while I stopped and looked on. Mouse could not make the turns so quickly, and apparently soon became dizzy, for, as the hare ran off, she came to me very much embarrassed at my laughter. Another time I saw a Jack turn suddenly, dodge Mouse's snap at him, and dart between her legs and away.

The greyhound running by sight alone, shows remarkable sagacity in following the game, leaping into the air, as we have seen, looking sharply about, and using its intelligence in a marvelous way. When a hare is caught, he is killed instantly and tossed into the air, the other dogs recognizing the winner's rights and rarely making an attempt to touch the game after the death.

Besides being shapely and beautiful, the greyhound has both courage and affection. It will run down a deer or wolf as quickly as a hare, and is ferocious in its anger with a large foe. My dogs are remarkably affectionate and intelligent, extremely sensitive to kindness or rebuke. The moment the house is opened in the morning, Mouse, if not forbidden, rushes upstairs, pushes open my door, and greets me as if we had been separated for months. Then she will dart into my dressing-room and reappear with a shoe, or a leggin, if she can find it, and present it to me, wagging her tail and saying plainly: "Come, it's time to be up; a fine day for a man!" The death of the hare is not considered an important feature, the pleasure being derived from watching the movements of the dogs, their magnificent bursts of speed, the turns and stops, their strategy in a hundred ways, and especially from the enjoyment of riding over the finest winter country in the world.—C. F. Holder, in St. Nicholas.

## CEYLON TURTLES.

The Shells of the Large Ones Used as Seats by the Natives.

The correspondent of a Ceylon journal describes the turtles on the coast in the neighborhood of Jaffna, in the north of the island, as being innumerable. They are of three species, called sea, milk and pariah turtles respectively. The ordinary or sea turtle is generally large in size, and is met everywhere at sea around Jaffna. Two tiny islands, called Iranativu, are literally swarming with them. The islands themselves are sterile and always exposed to inundation; the inhabitants are poor and ignorant of agriculture, and live chiefly on the turtles. They use the shells of the large ones as seats. In the town of Jaffna the ordinary turtle is always procurable, and it is a favorite article of food with the people. During Lent, when meat is forbidden, it is largely used by the Roman Catholics of the place, and the fishermen a good business in it. The milk turtle is small in size, and is to be found only in wells and banks. It is not an article of food, except with the poorer classes. The pariah turtle is curiously shaped, having a high back, the shell of which somewhat resembles that of the tortoise. It is found in marshes and ditches. It is not an article of food, but is highly valued by native medical men for certain medicinal properties which it is said to possess. Its flesh and blood are supposed to be a panacea for ailments peculiar to children.—London Times.

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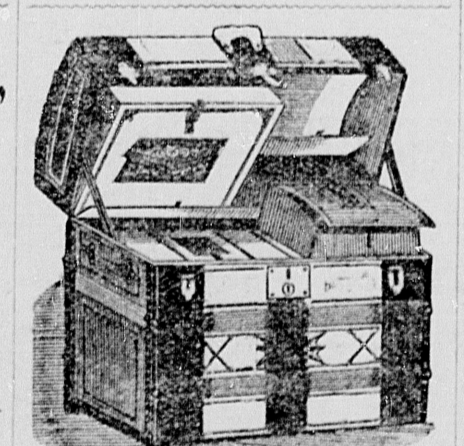
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