BIRMINGHAM ECCENTRIC.

"Devoted to our Own Locality, We Labor for its Interests."

TWENTIETH YEAR. | BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, FRIDAY, DECEMBER 24 1897. | NO. 84. WHOLE NO. 1024.

GRAND TRUNK RAILWAY SYSTEM.
DETROIT & MILWAUKEE DIVISION.

TIME TABLE.
IN EFFECT
November 17, 1897.

WESTWARD

†Morning Express	7:40 a. m.
†Suburban	9:55 a. m.
†Mail	12:14 p. m.
†Gd Rapids Express	4:00 p. m.
†Suburban	6:20 p. m.
†Chicago Express	9:12 p. m.

EASTWARD.

*Chicago Express	6:30 a. m.
†Suburban	7:14 a. m.
†Detroit Express	11:07 a. m.
†Suburban	1:18 p. m.
*Mail	3:10 p. m.
†Evening Express	8:38 p. m.

E. H. HUGHES, A. G. P. & T. A., Chicago, Ill.
BEN FLETCHER, Trav. Pass. Agent, Detroit, Mich.
GEO. P. ALDRICH, Local Agent.
*Daily.
†Daily except Sunday.

PONTIAC, OXFORD & NORTHERN R. R.
TIME TABLE.
Trains Run on Central Standard Time.

GOING NORTH	STATIONS.	GOING SOUTH
Frgt | Pass. | Mxd No. 5 | No. 3 | No.		Mxd | Pass | Frgt No. 2 | No. 4 | No. 6
A.M. | P. M. | A.M	D. G. H. & M. Mich Cent.	P. M. | A. M. | A.M
4 05 | 6 55 |		9 25 | 11 50 |
P. M. | P. M. | A.M	PONTIAC. Lv	P. M. | A. M. | P. M.
10 05 | 8 55 |	Oxford | Arr	7 10 | 10 05 | 2 00
10 55 | 9 15 |	Oxford | Dp	7 25 | | 3 00
7 10 | 9 25 | 1 00	Caseville	0 00 | 6 45 | 6 15
P. M. | P. M. | P. M.	Ar. Lv	P. M. | A. M. | P. M.

CONNECTIONS: Pontiac with Detroit, Grand Haven & Milwaukee Ry., and Michigan Air Line Division of Grand Trunk Ry. Oxford with Bay City Division Michigan Central Ry. Imlay City with Chicago & Grand Trunk Ry. Clifford with Flint & Pere Marquette Ry. Pigeon with Saginaw, Tuscola & Huron Ry.
W. G. SANFORD, Gen. Supt.

Having purchased the restaurant and bakery stock of H. A Hamlin we are

Prepared to Furnish

to the citizens of Birmingham and surrounding country as fine a line of Bakery Goods as can be purchased anywhere.

Home Made Bread, Pies, Cakes, Etc.

We furnish meals at all hours, Sundays included. When you don't feel like getting up a Sunday dinner, just drop in at from 12 to 1 p. m. and see what we can do for you.

I will have in a day or two a fine assortment of Candy for the Holiday trade. Call and see us one and all we will try to please you.

C. Ellenwood.

Corner Meat Market

Is the place you get the best cuts of all kinds of

Fresh and Salt Meats.

Fruits and Vegetables in season.

Parks & Son.

Advice in Allopathy Doses

When you are sick, employ a physician.
When you go to law, employ an attorney.
When you build, employ an architect.

Clarence L. Cowles, Architect,
31 and 32 Chase Block,
Saginaw, E. S., Mich.
Phone | Office 547—3 R. | Residence 408.

IT IS TIME

You were selecting your

Holiday Gifts.

We offer a nice line of useful presents of which we mention a few:

Gent's and Ladies' Handkerchiefs, Ties, Scarfs, Collars and Cuffs, Side Combs, Back Combs, Ladies' Ice Wool Shawls and Fascinators, Saxony Wool Fascinators at 25c, 35c and 50c; Ladies' Silk Gloves and Mitts, Books at 10c and 15c; Japanese Cups and Saucers, Shaving Mugs, Bread and Milk Sets, China and Kid Dolls, Bed Spreads, Hosiery, Towels, Latest style Ribbons, Perfumery, all wool Fleeced Underwear at 50c; Bed Blankets at 49c and 69c per pair; Ladies' Skirts and Patterns at 75c, $1.00 and $1.50; Gent's and Ladies' Outing Flannel Gowns at 75c and $1.00.

Come in and look us over. We have the goods. Our prices are low and can suit the purse of all at

F. Blakeslee's.

Birmingham, - - Michigan.

A GREAT COMBINATION!

The Birmingham Eccentric and Detroit Weekly Tribune

FOR $1.35 A YEAR.

Arrangements have been made whereby we are enabled to offer our readers the best metropolitan weekly newspaper of Michigan in connection with the BIRMINGHAM ECCENTRIC, your popular home weekly newspaper, at this special clubbing price.

Read the Birmingham Eccentric for all news of local interest, presented as you like it.

The Detroit Weekly Tribune will give you the news of the world.

This Magnificent Combined Service for the Price of a Single Newspaper.

Send in Your Subscription at Once.

Do Your

Christmas Shopping

with

The Taylor Wolfenden Co.,

Woodward Ave. and State Street, Detroit.

You will find everything in

DRY GOODS, FURNISHINGS, GARMENTS, FANCY GOODS, TOILET ARTICLES and STATIONERY.

Birmingham Cars Stop in Front of Our Store

Rubber Footwear!

No stock in the State equals in size or quality that of

Going's Great Corner Shoe House.

Our first quality Rubbers are made at factory specially for our trade and are strictly warranted not to crack when sole or heel does not show required service or rubber does not show itself to be ill fitting. No rubbers warranted not to wear out.

Rubber Boots, men's, long or short.....$2.50 to $3.00
" " boys' down to children's size 6.....1.00 to 2.25
" Arctics, all styles, button, one or three buckles, all sizes.
" Storm Alaskas, all shapes of toes, all sizes.
" Overs, men's, boys' and women's in both heavy and light—all shapes.
Large assortment of Men's 50c and Women's 25c Rubbers.
Felt Boots and German Socks, all grades.

C. H. GOING,

S. W. Corner Saginaw and Lawrence Sts.
PONTIAC, MICH.

Birmingham Car stops on our Corner.

The Jury's Verdict!

Jury Fail to Find Cause of the Awful Accident or Attach Blame to Any One.

They Show Up the very Loose Manner in which Road has been Run, in not Providing Suitable Devices for the Safe Running of Cars.

The Detroit & Pontiac Railway will have Air Brakes with a System of Train Dispatching Second to None.

Motorman McHugh's Testimony Surprised All by its not Shedding any Further Light on the Cause of the Disaster.

The coroner's inquest was concluded in a rapid manner one week ago today. The number of attorneys and newspaper reporters was not as large as on the former Friday and after meeting at the town hall adjourned to Motorman Frank McHugh's house whose testimony in full we give below. Mr. McHugh was in charge of car bound north, but Supt. Savage was running car at the time they struck Chas. M. Whitehead's car.

Frank McHugh sworn says: Am 42 years old. At time of accident I was a motorman, but not at time of crash; had no experience before getting on this line; took my car out in Birmingham village; took Mr. Groover's place; Mr. Savage was on car when I got on; Mr. Beavis, my conductor, didn't see him get on; didn't stop at power house; think my mind is clear. had no conversation with Mr. Savage when I got on; he ran the car; had no conversation that I remember; did not tell me where he expected to meet car; did not tell how many cars were north, or of the orders given; nothing for him to run car, nearly always ran car when on board; did not see Hendrie; would have known it if it had stopped at power house; several hundred feet from other car when I saw it; pretty misty and foggy; the other car was quite a little way ahead of the bridge when I saw it; running no faster than usual in going down hill; we were running about 20 miles an hour; Mr. Savage tightened brake before reaching top of hill; only used the brake, the only method of checking car; could not say if sand was used; we both saw car at once, he said: "It is right on us;" that is all; it was a hand brake; never used air brake; heard no orders or instructions from Mr. Savage or anyone; have forgotten time; about 12 40 I think; that was usual time of leaving, but I usually went south; never saw no orders; never received orders from Mr. Hendrie, what you call orders; car was 10, 15 or 20 minutes late; not being my car I took no notice of it; saw Mr. Hendrie at power house when I went to dinner; did not hear him say a word till after the accident; do not know that Mr. Savage used reverse lever. Brakes on new cars took hold quickly; never had occasion to reverse car; it would stop quickly; had orders to reverse current in case of danger; if limit went out would have nothing to stop car except brake; the limit is in power house; on switch board at power house; shows how many cars are on line; it depends on motorman whether limit is thrown out; it is caused by the strain; we reverse it with a lever; Mr. Savage worked hard on brake; he understood it; could not say how fast other car was coming; I was in the vestibule all the time till just before the crash. Strathearn Hendrie was on my car many times; never said anything about running past switches, although he was on when it was done; did not hear an order given that morning; it was hard to stop cars that morning; know there was sand on the car, because I could do not know that sand was used in stopping car; filled sand box at power house going south; made run to Highland Park and back; there was too much ice to run; don't know anything about it; there was sand in box; have met cars between switches not many times; once in a while, good while ago; stopped running over switches some time ago; never got order; the boys said not to do so any more; it was a new car I had, but could not say what number without referring to report; never heard Hendrie contradict Savage's orders; there should not be three cars north of Birmingham at one time; a special was sometimes sent running on time they should pass at Kimball's; don't remember ever receiving orders from anyone except Savage; don't know who gave orders for special car; Mr. Savage did not say that he was to meet two cars at Kimball's.

Louis Harnick, conductor of No. 5, which collided with No. 7, was sworn when the jury returned to the coroner's court and he was questioned regarding the brake on his car, which he said had been out of order, having worked badly at Broomfield crossing, where two women wanted to get out and were carried by their destination a number of rods. Harnick said: At the first he knew of the accident was when something struck his car, and at first he did not know what the trouble was. He was unable to tell whether Whitehead had set the brake and said that they were going along at a good gait. Harnick also said that he left Pontiac at 12:15 p. m., and that it took 15 minutes to run to Kimball's switch where they met No. 5 and received the signal that the track was clear. His testimony shows that if No. 5 had gone through to Pontiac instead of waiting on the switch the two cars would have met on the single track outside of Pontiac as No. 5 did not reach the switch until 12:20 p. m. Harnick also said that the cars sometimes met between switches and that he had stolen a switch when Supt. Savage was aboard his car.

John Madden, a passenger on No. 7, told of the car slipping when the women wanted to get out, and said that he understood that the sand would not work.

Charles Barley, of Detroit, who was a passenger on No. 5, testified that he heard Supt. Savage order Motorman Johnson to run straight through to Pontiac. He did not hear him say anything to Conductor Baldwin. Barley thought that they remained on the switch from 12 to 15 minutes before the other car came south and met them.

These were all the witnesses that the coroner knew of who were present, though he intimated that there were two or three who were rumored to know something. Juror Clizbe asked that Tillman Trowbridge who lives near where the collision took place and John W. Fowler, of Royal Oak, be sworn, as both were present. Trowbridge went to the assistance of the injured, but could throw no light on the cause. Fowler testified that while riding on one of the company's cars last August he heard Manager Hendrie suggest to Supt. Savage that it would be a good idea to go right along, as they had been waiting then 20 minutes for the other car. Supt. Savage did not think it a good practice and his decision prevailed.

George Hendrie, a brother of Manager Hendrie, was sworn and asked to produce the time sheets of December 4, the day of the accident, which he did, but the one carried by Conductor Harnick had been lost in the wreck and the others were of little value.

This concluded the evidence and the case was submitted to the jury.

GROSS NEGLIGENCE.

The jury which considered the evidence in the trolley horror of December 4, Friday found that Messrs Savage, Whitehead and Kelly came to their deaths through the negligence of the Detroit & Pontiac Railway Company, which resulted in a head-end collision on their track between cars 7 and 8 near Bloomfield Centre, as follows:

First—That the company had not adopted any system for dispatching train orders in a manner not likely to be misunderstood by fault of ear or memory.

Second—That the company, though operating a single track for almost 30 miles in length with switches, had not provided any means of communication between the different meeting points of cars to facilitate the moving of the cars with safety, especially when not run on schedule time.

Third—That the company had not provided any danger signals for the use of trainmen, though a safe system that would have made the accident impossible had been known to the management for some years.

Fourth—That the brakes on the large cars were inadequate to stop the cars within a reasonable distance on a level track, and especially so on a hill.

The verdict of the jury does not seem to please the Detroit papers at all. The Detroit Free Press, in its report of the case, calls the result of the investigation, "A Farcical Verdict," and the Evening News speaking of it editorially says:

To say that the Birmingham inquest has proved nothing is unjustifiable under the circumstances. It has brought fresh and conclusive evidence to the support of the already well established fact that the coroner's inquest is a useless and obsolete institution. The only persons who have reason to be satisfied with the verdict are those connected with the management of the Oakland Railway. The mild censure bestowed upon them amounts, in view of facts known to everybody and recited in the verdict, to almost a whitewash. Motorman McHugh's testimony differs so materially from the earlier statements made by his attorney as to justify the suspicion that something has happened since the accident to change the combination of his memory, and altogether the results of the inquiry would be laughable were the case less serious.

LITTLE KATIE'S CHRISTMAS.

The day before Christmas was a sad day for little Katie. All day long she wandered from room to room in that great dismal house, where no merry voices greeted her little listening ears, and no loving eyes smiled sweetly into her own.

No ringing laughter woke the sleeping echoes in those long dark corridors—no hide and seek was played by merry little forms behind divers wardrobes, and antiquated old chests—no pattering footsteps chased each other gleefully up and down the great staircase, now gliding in at half open doors, and now peering in at dark and out-of-the way corners to see if perchance "Old Santa" had been there before them.

No, dark and dim was the old house, and dear little Katie crept from room to room with an expression of pain in her great dark eyes akin to despair.

One spot alone seemed to hold her almost spellbound.

Here hung the only faces which had ever smiled upon her. Her great mournful eyes were full of tears, while her trembling little arms outstretched themselves in eloquent pleading—

"Please, papa—mamma—come for little Katie. Please take your tired little girl to your Christmas in Heaven."

And the sweet prayer was answered. A pale little form, death-robed and beautiful sleeps calmly amid all the glad tumult of the long Christmas hours. There is a sweet smile upon the dear lips, for little Katie is spending her Christmas with papa and mamma—in Heaven!

—*Thalia Wilkinson.*

The Reason of It

Why do we claim to sell high class Clothing for less than other dealers charge? Because we pay cash for what we buy, sell for cash and deal in nothing but clothing. We make it our exclusive business. Our eye is ever on the clothing market and nothing escapes us that is good. We do not traffic in speculative purchases of bankrupt goods. We buy regularly, in the regular way, and take no chances of being bitten and hence have no tempation to bite our patrons. Take our ten-dollar suits and overcoats for men, they are all wool, exact as to style and skillfully tailored. We know the value is in them. We offer them to our patrons with confidence that nowhere else can they be duplicated. It is this confidence in the intrinsic worth of our clothing that has built up our business so that we do not have to be sensational in order to get our share of the trade. Once a customer always a customer is the rule at this great high grade exclusive clothing house.

R. H. TRAVER,

DETROIT, - MICH.

Friday's Lecture.

To all who were non-attendants at the lecture Friday evening we would say "never again miss the like opportunity." It was a rare treat from every standpoint. From the terse and well chosen words of the speaker to a conception of his masterly thoughts and scholarly management of the theme portrayed.

Even though some in the large assemblage might not fully coincide with Mr. Ferris on all points of the subject presented yet, such is "Human Nature" that the extreme candor, sincerity and enthusiasm of the man silences all controversy, electrifies the whole audience which he easily subdues to breathless silence or evokes to peals of laughter at his will. Mr. Ferris is in perfect touch with his listeners and combines a strong personality with a complete control of facial expression, which, had he not aspired to something nobler, might have won him many laurels in the theatrical world.

A Small Engine.

Con Brush, machinist and electrical expert, who is now on a visit to his father, C. A. Brush, of this place, has in his possession and of his own manufacture the second smallest engine now known. This piece of mechanical skill is complete and perfect in all its various parts and bearings. We are promised an exhibition of it soon.

Advertised Letters.

The following is a list of letters remaining unclaimed in the post-office at Birmingham, Mich., for the week ending December 18, 1897:

Wm. Keiser, Chas. Stincler.

Persons calling for any of the above will please say "advertised."

GEORGE H. MITCHELL, P. M.

ST. JAMES PROTESTANT EPISCOPAL CHURCH.
(Corner Maple avenue and Chester street.)

Morning prayer and sermon next Sunday morning at 10:30 o'clock. Sunday School at 12 o'clock.

Obituary.

William Young came from that sturdy Scotch Irish race which has furnished such an important element in the history of this country. His father and mother both came in their early youth from the north of Ireland. They lived for several years in the state of New York. After their marriage they removed to Newville, Pa., where in August, 1817, their son William was born. In his early childhood the family removed to Shippensburg. There at the age of twenty-two he married Miss Sarah Johnson.

Four years after his marriage in 1846, he with his wife and two children were borne westward by the great tide of emigration. They came to Michigan and settled in the township of Southfield, where he sought to make a home for himself and family. His wife having died he married, in 1866, Mrs. Mary J. Ashcroft, who remains with us. For the last 15 years he has been a resident of this village. He had more than completed his fourscore years of earthly life, when on Dec. 13, 1897, death called him away. One son and two daughters survive him. Two of his brothers reside in different parts of the country and one sister is with us here.

After coming to this village he identified himself with the Presbyterian church, of which he was a faithful member. He was a man of rare kindness and generosity, often neglecting his own interests to do some service to a neighbor. Though firm and decided in character and opinion, he was yet a man of extreme modesty and reserve. He was a man who will be missed by those who knew him well, and in the church of which he was a member and especially by his own immediate relatives and friends. A. M.

Notice to Debtors.

I wish all those who are owing me will come at once and settle. I need the cash to pay my bills. I have accommodated you now help me, please.

Yours respectfully,
JOHN HANNA,
Birmingham Meat Market.
34w4*

UNITED PRESBYTERIAN CHURCH.
REV. A. H. ORR, Pastor.

Sabbath Service, 3 p. m.; Sabbath School at 2 p. m. Christian Union meets Thursday evening at 7:30 p. m. All are welcome.

Trade at Hudson's—It Pays.

ALL UNDER ONE ROOF.

Instead of walking from store to store, you ride from floor to floor.

What an advantage to do all your Christmas trading under one roof? No running from one store to another and back again—no having goods sent from a dozen different places—some sure to go wrong.

Here everything is different. Eight great floors of Holiday Goods, one delivery for all. If you don't find what you want in one department you'll surely find it in another. This "Big Store" is everybody's store and there's something here for everybody.

Then think of the broad aisles and splendid light. How pleasant it is to trade where you are not crushed and squeezed in some stuffy, narrow passage, but where you've room to move around, examine and make satisfactory selections, as you can here. When you feel tired rest yourself in our commodious reception room—ground floor—or in the elegant cafe on the 7th floor, where the bill-of-fare is delightfully appetizing and the prices very low. Four great big elevators carry you safely up and down, and everything, everything is here for you pleasure and profit. Then there's no reason why you should not, but every reason why you should do your entire Christmas buying in the "Big Store."

It's the great store of stores—and there isn't an ounce of disappointment in the entire vast establishment. Open nights until Christmas. Run in and see us. It's well worth the trip even if you don't want to buy anything.

THE J. L. HUDSON CO.
Detroit, Mich.