MOREAU'S BITTER REFLECTION.

Discusses the Naval Battle Outside Santiago Harbor.

Asserts That He Might Have Escaped With the Colon,

But Reserves His Explanation Until the Cortes Meets—Says There is an Unwritten Chapter Yet to be Known Before History is Written.

NEW YORK, Aug. 20.—The "Press" says:

Captain Emilio Diaz Moreau of the Spanish ship Cristobal Colon, in an interview, discussed the events of the last few weeks with bitterness. There was even a playful suggestiveness in his tones when he replied to the inquiry whether he would say good-by to the American fleet as he passed down the bay on the Normandie.

"Yes," he went on. "Why shouldn't I have friends on board your ships? We did not fight as personal foes. Captain Cook of the Brooklyn—you don't know him? Ah, a fine man. Half an hour after the battle I had given him my photograph and he had given me his. On mine I wrote: 'We have just fought two hours and a half. Each did his duty. We are not personal foes. Now that it is all over, we are comrades and friends.' That is the way I feel toward the Americans. I believe they have a different opinion of the Spaniards from what they had before the war."

"Captain, do you think Hobson will raise the Colon?"

"No, he will not. She is tipped on her side and her 7-inch guns have smashed her. Any vessel saved there will cost twice her value."

"The Colon was a beautiful vessel?" ventured the reporter.

"Beautiful, and every inch a fighting ship. I would have got away; none of them could have stopped me, but——"

The Captain paused and said: "Got away, I said, you understand. I mean it. Schley knows it; Sampson knows it, and so does Cook. I told them it was not the Brooklyn, nor the Oregon that kept me from escaping. They say I went only sixty-four miles. I tell you it was seventy-two. Divide that by the time and you will see my average was 17.2 knots an hour and at times 18. The Oregon could only go 16, and I was steadily dropping the Brooklyn behind. Oh, no, neither of the two kept me from escaping, but I cannot tell you now why I was not able to save my splendid ship," and the Captain's voice trembled.

"You won't have long to wait, though; you won't have long to wait," he repeated. "When I tell why it will be on the floor of the Cortes. I am a member of the Spanish Parliament. I represent the Montrit District in Granada Province. I have been permitted by the President to go home now, that I may be present at the opening of the Cortes, which will take place in a few days. Then I will explain, and many things now dark will seem clear. I know many Americans don't seem quite clear from their own accounts as to why I did not escape when I was in the lead and gaining. They will know soon.

"I am not saying this to detract at all from the achievements of the American fleet. The men did all they could, but there is an unwritten chapter yet to be known before history is written.

"No one will say the Colon was materially damaged by the American fire," he went on. "She was hit only six times. By your own reports I made twenty-six holes in the Brooklyn and there were forty-two traces of hits on her side. Does not that speak well for Spanish gunnery? They say our gunners could not shoot. Well, the Brooklyn's sides tell a different story."

"Why did not you sink her, then?"

"Our guns were too small. The three vessels with heavy guns—the Vizcaya, Maria Teresa and the Oquendo—were on fire. I was left alone with only rapid-fire guns of a comparatively small caliber. If I had had 13-inch guns, or 11 or 12—well, there might have been a different story. Those holes in the Brooklyn would have meant more.

"Your naval men have learned a great deal from their fight with the Colon. They will not give up their heavy guns for the light rapid-fire. Sampson told me as much. I told them they could not, and they smiled when I asked them where they would be if I had had heavy guns.

"It was the fortune of war that put the heavy guns on board the ships with woodwork that would catch fire. The first shell that struck any of our ships started a fire. There was no fire on my ship, because she had no woodwork. She was like the Brooklyn and would not burn."

"What do you think of the New York?"

"A bad ship. It was lucky for her she did not get into the fight. She would have been burned like our three ships. Rear Admiral Sampson was in perfect accord with me on that subject and agreed that a shell might have set her on fire, and with her woodwork she would have gone the way of the Vizcaya."

"Who should get the credit for the victory—Sampson or Schley?" he was asked.

"Both officers are men of great intelligence and high character," he said. "But Sigsbee. Ah, what shall I say of him?" he said bitterly. "After the Maine explosion he was in Captain Eulate's cabin on the Vizcaya. There, with tears in his eyes, he said his career in life was ended because he had lost his ship. We rescued the American seamen while their officers were drinking champagne on shore, and then Sigsbee goes into court, forgets all about his tears and lamentations in Eulate's cabin and tries to shoulder the blame upon us. Never did we have a hand in blowing up the Maine, and I am convinced that after the straightforward, square way we have fought this war, the American people do not believe that we blew up the Maine."

"Do you expect to be brought before a court-martial on your return?"

"We will appear before a court of inquiry. That is regular and formal. No matter whether it is a defeat or a victory, if anything happens to a Spanish fleet the proceedings go before a court of inquiry.'

OLD GLORY FLOATS OVER HAWAII.

(Continued from First Page.)

unlikely that there will be changes. On the contrary, President Dole will remain at the head of affairs as Chief Executive until Congress provides for his successor. Ministers S. H. Damon and James A. King will remain at the Finance and Interior Offices, respectively.

Minister Sewall will remain in Honolulu as attache of the State Department. It is necessary to have a man here, for the reason that the Hawaiian Government has given up the Legation at Washington. Attorney General Smith will probably remain in office until after the commission has framed laws for the future government of Hawaii.

The Government has given notice that all employes must appear to-morrow afternoon and take the oath of allegiance to the United States.

The Hawaiian political societies filed a protest against annexation on the 6th. The protest says in part:

"Whereas, The Senate and House of Representatives of the United States have passed a joint resolution for the annexation of the Hawaiian Islands, and such joint resolution has not been passed upon by the people of Hawaii, nor by their representatives in Legislature assembled; and,

"Whereas, By memorial the people of Hawaii have protested against the consummation of an invasion of their political rights, and have fervently appealed to the President and Congress and people of the United States to refrain from further participating in the wrongful annexation of Hawaii; and,

"Whereas, The Declaration of American Independence expresses that Governments derive their just powers from the consent of the governed; therefore, be it

"Resolved, That as the representatives of a large body of native Hawaiians, we solemnly protest against annexation in the manner proposed, and without reference to or obtaining the consent of the people of the Hawaiian Islands; and

"Resolved, That a copy of these resolutions with an English translation be forwarded to Sanford B. Dole, President of the Republic of Hawaii, and to the agents representing William McKinley, President of the United States at Honolulu."

The transport St. Paul arrived from San Francisco on the 6th. After remaining in port four days she sailed for Manila.

There are twenty-six United States soldiers in the hospitals here. Sixteen of the these are at the Red Cross hospital, and ten at the Queen's. One or two at each hospital are very sick. The others are doing well. Two from the Red Cross hospital expect to return to the coast on the next steamer. They are James Lavin of Company D, Twenty-third Infantry, and Guy D. Boynton of Company A, Thirteenth Minnesota Volunteers.

Thos at the Red Cross are: William J. Russell, Company F, Twenty-third Infantry, U. S. A.; Robert C. Ryan, Company L, ——— Regiment, U. S. A.; Jesse Cook, Company L, First South Dakota; Marion Stewart, Company C, First South Dakota Volunteers; Edward Beechwood, Company E, First South Dakota Volunteers; John O'Connor, Company M, First South Dakota; Corporal Joseph T. Moss, Signal Corps; A. H. Whittemore, Company G, Fourteenth Infantry; Albert Houby, Battery G, Third Artillery; James Lavin, Company D, Twenty-third Infantry; Wilberfore Gloud, Company F, Twenty-third Infantry; Martin Martin, Company G, Fourteenth Infantry; Charles H. Outten, Company G, Fourteenth Infantry; Frank Stanley, Battery D, Sixth Light Artillery; Guy D. Boynton, Company A, Thirteenth Minnesota; Lieutenant Hunt, Adjutant, Fourteenth Infantry.

At the Queen's Hospital a complete record of company and regimental organization was not furnished to the hospital authorities. Names of the soldier patients and the organizations they belong to, so far as they are known, are as follows: William Fales, Company A, First California Volunteers; Edward H. Charette, Hospital Steward, First Montana Volunteers; Corporal V. Prather, Company K, Fourteenth Infantry; Alfred Fought, Company L, First South Dakota; George Filley, William Patter, Fred W. Smith, Orville Johnson, Company I, Fourteenth Infantry, U. S. A.; W. H. Hatcher, George T. Fowler, Volunteer Signal Corps.

Zachary Taylor was an attendant of the Episcopal Church and is said to have been a member.

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BARGAINS
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Best Shoe Store.
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ALL HONORS TO SAMPSON'S FLEET.

(Continued from First Page.)

and there was tremendous cheering from this and other yachts.

The noise of the acclamations down stream notified the people at the lower end of River Park that the fleet was coming. The New York was abreast of the sleeping, grassy banks at the park at 11:25 o'clock. Then Lieutenant Kohler of the Second Battery gave the signal, and two field guns boomed. They kept booming until the fleet had passed.

A large number of people thought that the parade would be delayed, and the side streets leading to the southern end of the park from Eighty-eighth street down were crowded with people leisurely walking along. When they heard the guns boom there was a mad scramble of men, women and children toward the river front. It looked like a vast army on the double quick. The booming of the guns was a signal for a great outburst of enthusiasm from the crowds along the shore. By 11:30 o'clock, by which time the fleet hove in sight, just below Grant's tomb, fully 125,000 people were seated upon the approaches to the lawns and hills near the tomb. Every inch of land almost was occupied, and even the side of the steep hills running down to the railroad track was black with human beings, who were trying to hold onto the sod to keep from falling to the bottom.

A platoon of light artillery of two pieces, under command of Captain Wendel, from the First Battery, had planted its guns directly opposite the tomb, under the trees on the edge of the bank.

At 11:37 o'clock the New York put her nose in front of the tomb, and as she did so the battery fired a salute. Scarcely had the smoke from the guns cleared away when the bow guns of the flagship rang out and saluted. Then she passed on her stately way. The other ships also saluted and came abreast of the tomb. Captain Wendel's battery answered every salute, and salutes were constant from the Jersey shore. The great crowd watched the fleet pass in silence.

There was practically no sound except from the guns. Slowly the fleet steamed on to One Hundred and Thirtieth street, and the New York turned to the left at 11:50 o'clock, and started on down the river. At 12 o'clock she passed the tomb once more, but her guns were silent, although three of the Wendel battery boomed out many times.

The committee boat Glen Island left the Cortland-street dock with the Mayor and his suite aboard and steamed down the bay to the flagship New York. The police boat Patrol then came alongside of the Glen Island, and the Mayor and sixteen members of his committee were taken aboard the Patrol. She steamed over to the New York, and the party went aboard. Admiral Sampson and his officers were on deck, and after a cordial greeting the Mayor began his address. He said:

"Honored Sir Admiral, commanding the North Atlantic Squadron of the American navy, returning from the never-to-be-forgotten triumph at Santiago, in behalf of the people of the city of New York, it is a high privilege, as their chief magistrate, to present to you, and through you to every officer, marine, sailor and landsman under your command, the warmest welcome home.

"It is not in words to express the emotion out of which this greeting springs, as the achievements of the American navy have crowded with victorious consequences unsurpassed in the annals of warfare, ancient or modern. The tongue necessarily flatters in attempting to express the feeling of combined gratitude, pride and patriotic fervor with which every American heart is filled in contemplating them. There was not in the world four months ago a navy with a more splendid record than that of the United States. To-day we speak within the bounds of reason in declaring that what might have seemed impossible has been accomplished. The record has been still more glorious. Never while history continues to instruct men and the memory of American deeds remain to impress free men or make tyranny tremble can the battle which saw the Spanish fleet annihilated on the coast of Santiago be forgotten.

"In contemplation of victory the courage and the magnanimity of the victors, together with the far-reaching effects upon the future of the civilized world, that engagement stands without a parallel in the history of men.

"However, I am not here to describe or attempt to describe even in review the deeds of valor that made heroes of the brave officers and men of the navy at Santiago. My simpler and highly priced duty is to extend to you, the officers, marines, sailors and men of the North Atlantic squadron, the congratulations and hearty welcome of the people of the Greater New York and the freedom of the city."

Admiral Sampson replied: "Mr. Mayor and gentlemen: Permit me to thank you on behalf of the officers and men of the navy, who, through their efforts, have won your congratulation. I am sure that were they standing here with me, and could hear you talk, they would appreciate it as I do. We have done our duty only, and we are consequently deeply grateful to you for expressing the thanks and congratulations of the people of the city, which you have done in such glowing terms for what little we have accomplished. I thank you, Mr. Mayor, exceedingly."

The Mayor then said: "I welcome you, Admiral, in the name of Greater New York."

In no way did the big ships show the hard usage to which they had been subjected. The Brooklyn's twenty-seven holes, with the exception of those through the smokestacks, had been patched, and the big ship repainted and polished until she shone. On the starboard side could be seen a great steel patch over the hole where one of the Vizcaya's shots went through, and on the quarter deck a wooden patch where the deck had been torn up, the armor belt still holds the print of a large shell, and a critical eye can see the dents made by several more, even through the gauze of new paint. The Iowa has a patch over her bow, where she was hit by a six-inch shell, and the Indiana had patched up the hole in her deck. All the ships have been painted and their peace trappings arranged, so that as reminders of the greatest naval battle ever fought they are rather disappointing.

The one word, "Peace," written in letters of diamonds and rubies at the masthead of the Oregon at Guantanamo, was the signal for wild applause from the ships on Friday night, August 12th, and the applause became more enthusiastic when the announcement was made by Commodore Watson that the fighters of the navy, the big warships, had been ordered home, and were ordered to sail for New York as soon as possible. Admiral Sampson on the New York was absent when the news came, but the Brooklyn, which for twenty-four hours had been on a mud bank, had been towed off by the Oregon and prepared for home. Saturday morning Admiral Sampson returned, and after consultation with the Navy Department by wire ordered that the ships prepare to go to sea at 10 o'clock Sunday night. So once more Sunday became the navy day.

The Brooklyn was uninjured by her mishap in the mud. The circumstances under which she ran aground were very excusable. The St. Paul had anchored almost across the entrance to the bay, and the Brooklyn, while passing her stern on Thursday night, had to suddenly steer away to avoid ramming a transport, which without warning had backed away from alongside the big scout. The channel buoy was not in position, and the cruiser stuck her nose lightly in the mud. The efforts of the tug Wampatuck to take her off at night failed, but on Friday she was pulled off by the Oregon, after the crews had removed some of her heavy ammunition.

Phomptly at 10 o'clock on Sunday morning the New York signaled to get under way, and the Oregon, nearest to the entrance, moved out. The Brooklyn followed, and as she passed the Badger, the Vixen, the Massachusetts and the Oregon, the men of these ships lined up on deck and cheered vociferously. When the New York passed the column on her way out to take the lead her band was playing "Ain't I Glad to Get Out of the Wilderness," and as the ships caught the air there was great applause. It was decided to run at eight knots an hour, the Indiana being incapable of sustaining a greater speed, and with the New York leading, the big ships headed eastward.

At 6 o'clock Cape Maysi, on the extreme east of Cuba, was sighted, and at 7 o'clock the column of ships headed to the north. At 7:30 the land for whose freedom American bravery had been tested and American blood shed, faded from view, and it was a singularly significant fact that on the gun deck of the Brooklyn, by the big engines of destruction that a few weeks ago had dealt death to an enemy, a peaceful multitude raised its voice in the third verse of "America."

So the fleet that for nineteen long weeks had aided and watched the progress of freedom, took a last leave of Cuban shores. Monday morning found the fleet in sight of some of the smaller islands, but away from Cuba and in the Windward Passage. The Indiana had developed a nine-knot speed, and greater progress than expected had been made.

Tuesday the fleet passed in view of the island where Columbus made his first landing. The Indiana early in the day signaled that she had broken her starboard condenser, and after she had spent three hours fixing it she had to go to work for a similar length of time on the port condenser. Despite the delay, one-half of the distance had been made by Wednesday noon, the rate of 200 miles a day having been accomplished. With the exception of the Indiana, the fleet could have made eleven knots an hour, the maximum speed of the Iowa and the Massachusetts.

Wednesday afternoon the Indiana got a speed of nine knots, and from that time until Sandy Hook was sighted the men at her engines did splendid work.

The trip was by no means a simple excursion. Besides the daily routine, there were fire and collision drills on all ships, and active work done in painting and repairing. The weather was fine, and rounding Cape Hatteras, usually so stormy, there was a calm, hot day. Thursday and Friday were uneventful, but very pleasant days. Saturday at 7 a. m., running by Scotland light, the navy yard tug brought an order for the fleet to proceed up the North River to Grant's tomb, fire a salute and return to Tompkinsville for anchorage.

EMPEROR WILLIAM.

Germany's Ruler Pays a Visit to Mayence.

MAYENCE (Hesse), Aug. 20.—Emperor William, accompanied by the Grand Duke of Hesse, arrived at 6:45 a. m. to-day to attend the review. It is his first visit to the city since his accession. Mayence is en fete and brilliantly decorated. On leaving the train the Emperor proceeded on horseback to a triumphal arch at the castle gate, whe the Chief Burgomaster delivered an address of welcome to his majesty.

Emperor William, replying to the address, said:

"I thank you, worshipful Burgomaster, for your cordial words. I am not a stranger to your city. When here as a boy I conceived ideas similar to those you have just expressed. The holy Roman empire of the German peoples fell because it was not built on a national foundation. Its decadence was due to lack of patriotism and cohesion. The German Empire of to-day arose out of a strongly felt need of union and of a common head, and it reared itself up on the basis of love of fatherland.

"I am firmly determined to preserve with all my strength the work of my grandfather, and that peace which is so dear to us. This I shall only be able to do if we succeed in maintaining our prestige with our neighbors. To this end the harmony and co-operation of all the German race and all German individuals are necessary.

"I rejoice to see how beautiful Mayence has developed. You may be assured I shall always feel a warm interest in your future, and shall do in your behalf all that lies in my power, so that you may be able uninterruptedly to live in civil concord, conduct your trade and to cultivate your vineyards.

"I shall always be mindful of the fact that it was from the house of my dear cousin, where I am now a guest, that my grandfather started on his westward march, during which, with a firm hammer stroke, he welded the German Empire. I thank you for your friendly reception and for these beautiful decorations I beg also to thank you, my fellow citizens."

Emperor William then shook hands with the Burgomaster, amid the cheers of the multitude, and rode off to the reviewing ground.

Considerable excitement was caused here last evening by the arrest of five Frenchmen, who were making anti-German demonstrations.

Fatal Storm in Minnesota.

JACKSON (Minn.), Aug. 20.—A terrific wind and rain storm passed over this vicinity last night, doing much damage. The residence of Herman Eggestein, six miles south of this place, was struck by lightning, and Mr. and Mrs. Eggestein were killed.

A great ash tree in Sterlingshire, Scotland, which was planted by Sir T. Nicholson in 1596, is still in a flourishing condition.

ROYAL
Baking Powder
Most healthful leavener in the world. Goes farther.
ROYAL BAKING POWDER CO., NEW YORK.

CAPITULATION OF THE CITY OF MANILA.

(Continued from First Page.)

most available means for attending to the repairs, which are much needed, and to report as early as possible. Admiral Dewey undoubtedly immediately set about negotiating to secure a suitable place where the work could be executed, and the request to the authorities at Hongkong for permission probably followed immediately, and doubtless was carried on the last trip of the Zafiro.

The action of the British harbor police at Hongkong in ordering the Zafiro to leave British waters within twenty-four hours is an action strictly in accordance with the spirit and terms of the neutrality laws. This is the view taken at the Navy Department, whose officials say the American dispatch boat since the inception of hostilities never has remained in port longer than that period. Permission to remain longer than that time would be a breach of neutrality, and an action against which, in the case of Spanish vessels at certain points in Western waters, this Government has protested.

The signing of a protocol, in the view of the naval authorities, would not alter the circumstances of the case, as in the absence of a treaty of peace or some special arrangements by which the time of remaining in port could be extended without breach of neutrality, the neutrality restrictions operate to the same extent as in time of actual warfare.

BASEBALL.

Results of Yesterday's Games on Eastern Diamonds.

BALTIMORE, Aug. 20.—Baltimore 3, hits 10, errors 2; St. Louis 1, hits 8, errors 1. Batteries—McJames and Clark; Taylor and Kinslow.

AT CHICAGO.

CHICAGO, Aug. 20.—Chicago 2, hits 9, errors 1; Brooklyn 1, hits 3, errors 2. Batteries—Griffith and Donohue; Yeager and Ryan.

AT NEW YORK.

NEW YORK, Aug. 20.—Score: New York 4, hits 9, errors 1; Cleveland 3, hits 7, errors 3. Batteries—Rusie and Warner; Powell and O'Connor.

AT PHILADELPHIA.

PHILADELPHIA, Aug. 20.—Score: Louisville 0, hits 3, errors 3; Philadelphia 2, hits 4, errors 1. Batteries—Cunningham and Kittredge; Platt and McFarland.

AT WASHINGTON.

WASHINGTON, Aug. 20.—Score: First game: Washington 4, hits 8, errors 1; Pittsburg 1, hits 7, errors 1. Batteries—Weyhing and McGuire; Hastings and Schriver. Second game: Washington 6, hits 16, errors 3; Pittsburg 4, hits 7, errors 1. Batteries—W. Donovan and McGuire; Rhines and Schriver.

AT BOSTON.

BOSTON, Aug. 20.—Score: Boston 2, hits 9, errors 2; Cincinnati 1, hits 4, errors 1. Batteries—Willis, Nichols and Yeager; Dwyer and Peitz.

SIX LIVES LOST.

A Fatal Fire Occurs at Hot Springs, Arkansas.

ST. LOUIS, Aug. 20.—A special to the "Post-Dispatch" from Little Rock, Ark., says:

Six persons lost their lives to-day by the burning of the National and Windsor Hotels at Hot Springs, Ark. Five bodies of persons that have been burned were recovered from the ruins. A. R. Hudgins of Indian Territory was killed by jumping from an upper hotel window. Only two of the other bodies have been identified, their names being Abe Matthews of Greenville, Miss., and W. H. Wells, residence unknown. Not until after the Coroner's inquest can the names of the other dead be learned.

A number of persons were injured by jumping from the hotel windows.

In addition to the two hotels, a cottage belonging to Colonel O'Brien and the Kentucky livery stable were burned. The two hotels suffered the destruction of all their contents, but the horses and carriages in the livery stable were taken out safely.

The fire started about 2 a. m. in the National Hotel, and spread rapidly. A number of guests escaped down the stairways, while others jumped from the windows of the second and third stories in their night clothes, barely getting out with their lives. Several who leaped were severely injured, and one unknown man is expected to die. Directly across the street from the National is the Avenue Hotel, which narrowly escaped burning.

MANILA CABLE.

Expected to be Open for Business To-Morrow or Next Day.

LONDON, Aug. 20.—The Manila cable, it is expected, will be reopened for business on Monday or Tuesday next. The cable company has been authorized from both Washington and Madrid to repair and operate the line, and a cable repair ship is now en route. It is expected to arrive at the point of cutting on Monday, and to have the cable connected within a couple of hours after arrival. The cable company has not heard positively that Admiral Dewey picked up the outer end, but the officials hope this is the case, as it would save some time, though they say the line is useless to Admiral Dewey, as he cannot operate it.

WASHINGTON, Aug. 20. — Major General Merritt has notified the War Department that the cable from Hongkong to Manila is again in operation.

German cycle exports for 1897 amounted to $1,981,000.

"THE NONPAREIL STORE."
SUMMER CLEARANCE SALE

All-wool French Challies at 25c yard,
Regular Values 65c and 75c yard.
Some very pretty designs for wrappers, chic effects for waists, neat, pretty things for the children's dresses. All can be found here in the best quality of all-wool fabrics at the price of the inferior grades. Come early, as the quantity is small and the best designs are picked out first. Sale price, 25c yard.

Black Brocade Mohair 35c yard,
That was 50c the yard.
Some very pretty designs in this lot of popular dress fabrics, for separate skirts for the warm weather there is nothing as desirable and serviceable as a mohair. Their dust shedding properties are too well known to bear repetition. Color is guaranteed the best and finest, and luster vies with the silks. The price the lowest. 35c the yard.

Wash Silks 48c yard,
That were 65c yard.
That is the extra inducement we will offer you on Monday morning in these very pretty and stylish fabrics that have proven so desirable and serviceable for ladies' waists and for the children's dresses. Remember in the lot are some of the choicest of this season's style, both in plaids, checks and stripes. The price, 48c yard.

Fancy Taffeta Silks 50c the yard,
That were $1, $1.25 and $1.50.
Some few days ago we made similar offer to this in silks. The appreciation shown us has brought forth this opportunity. Monday morning will see displayed on our silk counter a most elegant assortment of silks at 50c the yard. Bright, rustling beauties in fancies, plaids, stripes and college checks. Some short lengths. Just enough for a waist or dust ruffles. Others in which can be found enough for one of those handsome skirts so much desired at present, and at a price that will astonish the buyer. 50c the yard.

50c Four-in-hand Ties for 18c.
Men's flowing end four-in-hand scarfs, in new patterns and colorings; these goods are the very latest things in neckwear and extra value, having been reduced from 50c and 75c to our clearance sale price, 18c, your choice.

25c Four-in-hand Ties for 10c.
Men's washable four-in-hand scarfs. Made of a fine quality of madras, in a large variety of neat and stylish patterns. Regular value, 25c. Sale price, 10c each.

Men's Golf Shirts, $1 values for 55c.
There are only a few of these lines remaining; they are made of a good quality of madras cloth, in small checks and figures, fast colors; and to close out, reduced from $1.00 to 55c.

Women's $4 Dress Shoes for $1.89.
One lot of ladies' light chrome kid lace shoes, cloth top to match, Louis XV. heel; an excellent $4.00 value. Closing out price, $1.89.

A Fine Dentifrice, 7c can
The Royal Tooth Powder, nicely perfumed with wintergreen. Comes in a can, with perforated top. Regular price, 10c. Special 7c.

Ruffled Swiss Curtains Reduced to 98c pair.
50 pairs ruffled Swiss curtains, used for bedroom windows; 3 yards long, 37 inches wide. Our regular price, $1.50 and $1.75. Sale price, 98c a pair.

Lace tidies and centerpieces, in white and ecru, square and round, in different sizes and designs.

WASSERMAN, DAVIS & CO.

LAWN TENNIS.

Close of the Southern California Association's Tournament.

SANTA MONICA, Aug. 20.—The fourth annual tournament of the Southern California Lawn Tennis Association closed to-day. Of the several interesting events on to-day's program the men's doubles, between Freeman and Picher and Bell and Brady was the most exciting, and fast, brilliant tennis was exhibited throughout the match, the former team winning after a hard struggle. Miss Marian Jones still remains the champion of the ladies' singles. In her match with Miss Sutton she won with her Lawford stroke and her steadiness. Miss Sutton was nervous, and did not play her usual heady playing game. The last day's scores were as follows:

Consolation singles, second round—Hendricks beat B. Rowan, 5-7, 6-2, 7-5; Dagget beat Sinsabough, 3-6, 6-1, 6-4; Hendricks beat Overton, 6-3, 6-3.

Finals—Daggett beat Hendricks, 6-2, 2-6, 7-5.

Mixed doubles, finals—Freeman and Sutton beat Bell and Stirling, 6-8, 6-0, 6-0.

Championship, men's doubles, Freeman and Picher beat Bell and Brady, 6-1, 5-7, 1-6, 6-1, 6-1.

Championship, ladies' singles—Miss Marian Jones beat Miss Sutton, 6-1, 6-1.

TUOLUMNE REPUBLICANS

Nominate a County Ticket and Delegates to State Convention.

JAMESTOWN, Aug. 20.—The Tuolumne County Republican Convention met to-day in the Superior Court room, with sixty-nine delegates present and all precincts represented except Solambo. Paul Morris was Chairman, and Richard Inch Secretary.

The nominations were as follows: Sheriff, George Richards; Clerk and Auditor, Henry Nelson; Assessor, John Monahan; Recorder, Richard Inch; District Attorney, F. T. Otis; Treasurer, J. W. Richards; Public Administrator and Coroner, C. H. Burliff. No nominations were made for Tax Collector, Surveyor and Superintendent of Schools.

The delegates to the State Convention are: Paul Morris, A. M. McDonald, R. L. Long, S. W. Wilmans and P. A. Hender, who are also the delegates to the Congressional and District Conventions. They go uninstructed.

The convention was well attended by Republicans who were not delegates, and there was much enthusiasm shown. The party is confident of electing at least a portion of the ticket named.

ONE YEAR IN JAIL.

Judge De Haven Sentences the Wave Motor Man.

SAN FRANCISCO, Aug. 20.—F. M. Barr, the wave motor man who used the mails to defraud A. L. Perley and A. R. Hamilton of Los Angeles, and who pleaded guilty in the United States District Court last Wednesday, was brought up for sentence to-day, and Judge De Haven sentenced him to one year's imprisonment in the County Jail.

He made a statement to the court that he was an invalid and was suffering from the cold weather in San Francisco, and asked that his place of imprisonment might be changed to San Diego, where he would have the benefit of a milder climate and be near his family. Judge De Haven so ordered, and he will be taken down there immediately.

OPTICAL GRINDING.
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A WEALTHY VAGRANT.

Peter Cunningham Convicted in Judge Conlan's Court.

SAN FRANCISCO, Aug. 20.—Although he has over $50,000 on deposit in six banks, besides owning real estate in the city and a ranch in the country, Peter Cunningham was to-day convicted of vagrancy by Police Judge Conlan.

He was arrested last Tuesday by Policeman Tom Langford, who committed suicide on the following night for fear Cunningham would have him dismissed from the police force. Several witnesses testified to-day that, despite his wealth, Cunningham spent his time picking over garbage cans and swill barrels, and that he procured his food from these places.

The defendant has engaged an attorney to appeal the case.

Fire at Baker City, Oregon.

BAKER CITY, Aug. 20.—Fire this morning destroyed the McCord building, two other frame buildings and Rust's Opera-house. The loss to buildings and the various stocks estimated at $22,000. Insurance about $7,000. Rust's cold storage building was partially destroyed. It was covered by insurance.

Horse Car Tracks Torn Up.

SAN FRANCISCO, Aug. 20.—The two lines of horse car tracks on Market street, between Sixth and Eighth, were torn up to-day by order of Street Superintendent Ambrose. Sixty laborers were employed in the work, and in less than two hours the rails were all removed.

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