

# DEWEY'S WELCOME TO WASHINGTON.

### Elaborate Preparations Are Being Made.

### Cannons, Bells and Whistles Will Greet Him.

### He and the President Will Review a Civic Parade of 12,000 Men at Night, but Tuesday Will be the Great Day of the Celebration, When He Will Be Presented With the Sword Voted to Him by Congress.

WASHINGTON, Oct. 1.—Elaborate preparations have been made to give Admiral Dewey a glorious and mighty welcome when he returns to Washington Monday evening, the nation's hero. His arrival in the city will be signaled by an Admiral's salute of seventeen guns, and a pandemonium of noise from all the cannon, bells and steam whistles in or about the city. From this time until late in the night his presence will let loose the kindled enthusiasm of the thousands who have been eagerly awaiting his coming.

A civic parade of 12,000 men is only a small part of the first night's proceedings, for an immense throng of the people will file before him for an hour, their number being limited only by the broad width of Pennsylvania avenue. He and the President will occupy a reviewing stand built just south of the Treasury building and facing Pennsylvania avenue.

Tuesday will be the great day of the celebration, however, for then Admiral Dewey is to be escorted to the Capitol by the President and his Cabinet and a fine military escort and presented the sword voted to him by Congress. The Admiral will ride in the same carriage with the President. The exercises will be brief. They will take place on a reviewing stand erected on the east front of the Capitol and facing the broad esplanade on which many thousands of people gather every four years to witness the inauguration ceremonies. A larger crowd than witnessed any of these Presidential exercises will fill the grounds. Eight State Governors with their staffs, will be among those who will do Admiral Dewey honor. They are:

Governors Wolcott of Massachusetts, Powers of Maine, Pingree of Michigan, Smith of Vermont, Rollins of New Hampshire, Atkinson of West Virginia, Lovden of Maryland and Tyler of Virginia.

While here Admiral Dewey will be the guest of Mrs. Washington McLean, mother of John R. McLean, Democratic candidate for Governor of Ohio. Mrs. McLean has a fine house on K street, opposite Farragut square and not far from the Capitol. The city has not been elaborately decorated yet for the occasion, but the promises of the local committee of arrangements, apparently to insure a great show of flags, bunting and decorations while an extensive fireworks display has been arranged. The weather promises to be fine. The program of Monday's event is as follows:

6:50 p. m.—Admiral's salute as special train arrives at Washington, Sixth street station. Reception at station to the Admiral by the Chairman of the Reception Committee. Party take carriages.

7 p. m.—Third United States Cavalry, guard of honor, escorts the Admiral and party up Pennsylvania avenue, Fifteenth street to the Executive Mansion.

7:15 to 7:30.—Secretary of Navy receives the Admiral at the Executive Mansion in the east room and then presents him to the President.

7:45 to 8 p. m.—Party consisting of the President, members of the Cabinet, Admiral Dewey and aides, members of the Reception Committee and escort from station leave Executive Mansion proceeding through the south grounds of the Executive Mansion to the southeast gate and thence to reviewing stand.

8 to 8:15 p. m.—Head of parade arrives at reviewing stand. General illumination of Pennsylvania avenue with searchlights, red fire arches of Roman candles, lanterns, torches, etc. Illumination of the Capitol, monument, city Postoffice and other public buildings.

10:30 p. m.—The people will pass in review, special illumination along line of escort. General illumination and demonstration. Admiral Dewey escorted to the residence of Mrs. Washington McLean, Connecticut avenue and K street.

The civic parade mentioned will number about 12,000 men, and will include Grand Army, Spanish-American war and other military organizations, labor and society organizations and other

uniformed bodies. After this parade has gone by a general parade will march past the reviewing stand by as many people as can pass up the avenue in the hour that Admiral Dewey has consented to add to the original program for this purpose.

Tuesday's program is as follows: 10:30 a. m.—Military and civic escort of Admiral Dewey and the President to the Capitol.

12 noon—Exercises at Capitol. President's salute, music by Marine Band, "Star Spangled Banner," introduction of Chairman of the meeting, R. Ross Perry, by W. H. Moses, Chairman Committee of 100. Address of welcome by R. Ross Perry, Chairman of Committee on Reception. Address and presentation of sword voted Admiral Dewey by Congress, by Hon. John D. Long, Secretary of the Navy; acceptance by Admiral Dewey. Music by Marine Band, "America."

1:10 p. m.—Review of escort by Dewey at east front of Capitol.

2 p. m.—Admiral Dewey escorted to residence of Mrs. Washington McLean by civic escort.

8 p. m.—Dinner at Executive Mansion in honor of Admiral Dewey.

**AN INSULT TO DEWEY.**

**Senator Hanna So Designates the Talk of His Candidacy.**

PITTSBURGH, Oct. 1.—The "Post" will say: United States Senator Mark Hanna says this is the possibility of Admiral Dewey for the Presidency: "The practice of continually placing the name of Admiral Dewey on the list of prospective Presidential candidates is indecent. It is an insult and a great injustice to the hero of Manila Bay, as he himself has frequently said that nothing in the world would induce him to run for President or any other political office. To force upon this brave and gallant sailor the need of again and again declaring he will not accept any political office is, in my opinion, contemptible, and places this man of integrity, stern purpose and determination in the ranks of those shifting aspirants for political honors who have not the stamina to resist the flattery or blandishments of political schemers."

The Senator, when asked if Mr. McKinley would positively be a candidate for the Presidency again, said everything pointed that way.

**CRUISER NEW ORLEANS.**

**Accident Prevented Her From Arriving in Time for Parade.**

NEW YORK, Oct. 1.—The United States cruiser New Orleans arrived this morning from Santo Domingo City. The ship was sent to Santo Domingo to look after American interests during the recent troubles. Affairs having settled down, the New Orleans was ordered to Tompkinsville. She is under command of Captain Edwin Longnecker. She left Santo Domingo on the morning of September 25th and was running at full speed in order to get here in time to take part in the Dewey parade. When two days out of her boiler heads blew out and her speed was reduced to a little over five miles an hour. The officers of the cruiser were not inclined to-night to talk about the accident to her boilers, but it was learned that the New Orleans is in a very crippled condition. She may be ordered to the Brooklyn navy yard for repairs.

The trip was uneventful, as the revolution had subsided before the New Orleans and the Machias arrived off Santo Domingo. The officers saw very little of the uprising of the insurgents. The day after the cruiser anchored off Santo Domingo City a few of the officers were sent ashore and they witnessed the novel sight of the insurgents taking peaceful possession of a desolate looking place, which was practically deserted.

**Inoculation Saved Them.**

PARIS, Oct. 2.—"La Fronde" publishes the report of an interview with Professor Calmette, the Pasteur Institute Commissioner, who has returned from Oporto, in which the Professor says before his arrival the mortality among those stricken with the plague amounted to 33 per cent. Of fifteen treated with the serum, he adds, not one died. This restored public confidence and in three days he inoculated 423 persons.

**Captain Carter to be Removed.**

NEW YORK, Oct. 2.—Ex-Captain Oberlin M. Carter, who is confined in a cell in Castle William, Governor's Island, will probably be taken to prison at Fort Leavenworth, Kans., to-morrow or Wednesday. General Merritt has been notified that the official papers will reach him from Washington by mail to-morrow. As soon as possible thereafter Captain Carter will be removed from Governors Island.

**Kidnaped by Tramps.**

MONTPELLIER (O.), Oct. 2.—Albert Medley, who has been missing from his home at Marion, Ind., for some time, was found here in a pitiable condition and almost starved. He had been kidnaped by four tramps who were holding him for reward. They had stood guard over him constantly, but to-day all four went to sleep, when the boy escaped.

**New Comet Discovered.**

CAMBRIDGE (Mass.), Oct. 1.—A telegram has been received at the Harvard College Observatory stating that a comet was discovered by Giacobini at Nice September 28th—313 Greenwich time in R. A. 16 H. 23 M. 32 S. and Dec. 5 degrees, 10 minutes. Daily motion in R. A. 2 M. L. S., daily motion in R. A., Dec. 0. degrees, 10 minutes.

**Death of General Vaughn.**

INDIANAPOLIS, Oct. 2.—General A. J. Vaughn, who was a Major General in the Confederate army, died here to-day. He underwent a successful operation for cancer and was recovering when malarial symptoms developed. General Vaughn had a remarkable war record.

**Mills Burned at Bloomington.**

BLOOMINGTON (Ill.), Oct. 1.—The Illinois Central Mills were burned to the ground to-day. Loss nearly \$200,000; insurance \$150,000. Melvin Penn, watchman, was crushed to death by falling walls. Bert Hammon, a packer, was probably fatally burned.

**Banker John O'Brien Dead.**

NEW YORK, Oct. 2.—John O'Brien, the oldest member of the New York Stock Exchange and a member of the oldest banking house in Wall street—William and John O'Brien—is dead at his summer home in Newport.

**Yellow Fever at Key West.**

KEY WEST, Oct. 1.—There were forty-eight new cases of yellow fever reported to-day and two deaths.

## ROYAL BAKING POWDER

ABSOLUTELY PURE

Makes the food more delicious and wholesome

ROYAL BAKING POWDER CO., NEW YORK.

### THE COLUMBIA AND SHAMROCK.

### They Will Meet in Their First Race To-Morrow.

### Experts Expect a Very Interesting Contest.

### Shamrock's Owner and Builder Confident She Will Take Home the Cup We Have Kept for Forty-Eight Years—Conditions Agreed on Under Which the Yachts Will Enter the Contest.

NEW YORK, Oct. 1.—The Columbia and Shamrock will meet in their first race for the America's cup at about 11 o'clock Tuesday morning. Experts expect that the race will prove a contest as earnest and as interesting as any that have preceded it for the international yachting trophy, where skill and judgment will play as important a part as the speed of the respective boats.

With the coming of the Shamrock a new chapter was begun in the America's cup history. It showed that an international challenge could be arranged without much correspondence or months of planning, when business-like officials were behind it. The visit of the Royal Yacht Club Committee to this city more than one year ago was diplomatic in nature and far-reaching in results. Members of the committee were found to be good yachtsmen and genial men—a race for the America's cup their only aim.

Hardly a letter passed for more than a year between the committees of the Royal Ulster and New York Clubs. The agreement necessary was signed by both on the occasion of the visit of the Ulster Yachtsmen, and nothing has since been said. Permission for the Shamrock to be towed in calm on her passage across the western ocean was the only supplementary matter of importance that subsequently received attention.

Since the arrival of the Shamrock here, followed by her owner, Sir Thomas Lipton, and his assistants, the good fellowship so pleasantly established has been so thoroughly cordial there is no likelihood that anything can happen abruptly to terminate it. The challengers have not been unreasonable in their demands, and the New York Yacht Club has not bothered them with any unjust or annoying restrictions. So the latest chapter in the America's cup history bids fair to have an ending quite as pleasant as its beginning.

Sir Thomas Lipton used the best materials at hand to produce a boat worthy in every way to be a challenger for the cup. He and his friends, together with William Fife, Jr., the designer of the Shamrock, seem full of confidence regarding her ability to win the old trophy, now in possession of its holders for more than forty-eight years. The secrecy observed in the construction of the yachts is world-wide history. Following the example of the Americans in building the Vigilant and Defender, successful defenders of the cup, Mr. Fife built a metal boat, which is extraordinarily light, and gave a marvelously big rig to her.

He has taken the additional precaution of putting her in the hands of the very best officers and crew that could be found in Great Britain. That his boat has much speed has repeatedly been shown in her trials in the last few weeks.

J. Pierpont Morgan, Commodore of the New York Yacht Club, and C. Oliver Iselin of the N. Y. Y. C., are owners of the Columbia, which will defend the cup against the Shamrock. The same genius that designed the Vigilant and the Defender had the task of planning and building her. Captain Nat Herreshoff and the company which he ably represents have done their best. The new boat is of Tobin bronze, built as staunchly as such a craft can be put together. Neither the cup against the Shamrock, nor money has been spared in producing her. She has been well tried with the old favorite, the Defender, and demonstrated her ability to beat her on every point of sailing as well as in all kinds of weather. The Columbia stands to-day worthy the reputation of her designers and builders, and of the New York Yacht Club.

Such are the vessels that will meet on Tuesday over a course of thirty miles, starting from Sandy Hook Lightship to windward and leeward, according to the direction of the breeze. The second race will be triangular, ten miles to a leg, and will be sailed on Thursday if no serious accident happens to the yachts Tuesday.

And, so, the contests will alternate in the matter of courses every other day until one of the yachts has won three races.

Both boats have been well tried out and they have not been found wanting. The Britisher had an insignificant brush or two with the old timer Britannia on the other side and beat her by many minutes without an effort, an inadequate test of her speed. On this side she has been out on the lower bay a number of times during the past six weeks and on occasions showed marvelous speed and wonderful capabilities. She has shown herself to be essentially a rough weather boat, standing up stiffly in the strongest kind of breeze and cutting through the water in a marvelously smooth manner. In lighter weather the Shamrock has not made much testing, beyond the ordinary trials which permitted Designer Fife and Sailmaker Ratzky to study her weaknesses and improve her rig. Since her first trials the Shamrock has been fitted with a new set of sails, much larger in area than the first, and suiting her better.

The Columbia has had many more trials than her British rival and probably the trials have been better. They certainly could not have been more satisfactory. She has been pitted half a score of times against the old cup defender, and has won in every case. Her trials took place off Newport and so decisive were her victories during the annual cruise of the New York Yacht Club that it was deemed unnecessary immediately after to further test her qualities. However, to give her a more thorough trial additional races were arranged and with some improvements that had been made, the Columbia won more marked triumphs.

Some of her victories over the Defender are as follows: August 8th, thirty-mile course, light weather, won by 4 minutes, 1 second. August 10th, heavy sea, strong breeze, 37-mile course, won by 1 minute, 36 seconds. August 15th, fair breeze, triangular course, 21 miles, won by 8 minutes. The Columbia and her crew form a thoroughly well tried racing outfit and Captain Charley Barr, who will be at the wheel, is an expert. The Shamrock's crew number more than that of the American boat and are well tried men, every one of them. Captains Arch Harlan and Irving will have the handling of the Britisher, while the Shamrock will be handled by the Britisher.

Comparing the merits of the boats as they have been estimated since the trials, it is reasonably certain that the Shamrock cannot stand up better in a strong blow than the Columbia. Many believe that she would prove the better boat in a gale, but it is not so certain that a gale will prevail on any of the racing days. According to the judgment of those who have followed the two yachts in such trials as they have had, the Columbia has shown much greater speed in winds of 12 knots an hour than under and even the stamper supporters of the Shamrock confess that should light winds prevail their favorite will have but little chance of winning. They concede this by saying that they hope for stiff breezes.

In addition to her fine qualities in light air the Columbia has shown herself most satisfactory in her windward work and it is worth noting that she was designed especially for this kind of work.

C. Oliver Iselin and yachting party, which included Captain Barr of the Columbia, sailed down to the navy yard in a gale, but it is not so certain that a gale will prevail on any of the racing days. According to the judgment of those who have followed the two yachts in such trials as they have had, the Columbia has shown much greater speed in winds of 12 knots an hour than under and even the stamper supporters of the Shamrock confess that should light winds prevail their favorite will have but little chance of winning. They concede this by saying that they hope for stiff breezes.

**THE BIG RACE.**

**A Larger Crowd Than Ever Before Will Witness the Contest.**

NEW YORK, Oct. 2.—The Columbia-Shamrock races will be witnessed by a throng vastly larger than that which has attended previous contests for the famous cup, and yet the racers will have a clean ground, owing to Federal supervision of the course. Yachtmen are coming from all parts of the United States. The fleet of private pleasure yachts now in these waters is larger than ever before known. In fact, nearly every steam yacht in the list is now anchored in the vicinity of New York and pretty much all of American society that is not afraid of seasickness will be afloat to-morrow.

Hundreds of enthusiastic yachtsmen are already at the hotels and more are expected to-day. Many of the knowing ones have engaged rooms in advance at the Waldorf-Astoria and the Holland House. About 200 of Sir Thomas Lipton's sympathizers are booked for the Fifth Avenue Hotel.

Friends of Sir Thomas say that he really expects to take the cup back to English waters, and that the preliminary work of the two boats has added to his confidence as the result. Leaving aside the consideration of what the Columbia can do in reaching it, it is conceded that she can run before the wind no matter what its weight, like a blue winged teal that the gunner has missed.

**STRIKE AT SKAGUAY.**

**Men Took Advantage of Unusual Hurry for Freight.**

SKAGUAY (Alaska), Sept. 27 (via Seattle, Oct. 1).—One hundred men employed on the White Horse tramway struck Saturday for an advance in wages from \$3 to \$4 a day. Not a man went to work on the tramway, and not a pound of freight was moved. The strike came at the critical time of the last few weeks of the open river, and just when there is the greatest demand for freight to be hauled down the Yukon. The advance was granted the day after the men went out. Freight rates from Bennett to Dawson were to-day quoted at 10 cents a pound.

**TOWN SITE COMMISSIONER.**

**Stratford Reports No Townsite Held Under Russian Conveyance.**

SKAGUAY, Sept. 27 (via Seattle, Oct. 1).—E. B. Stratford, United States Townsite Commissioner, has returned from the westward, and has made public his report to the Government in regard to the investigations as to the townsite of Skaguay.

He says he finds Skaguay to have a population of 4,000, to be on a site of 200 acres, and that there are not now and never have been in said townsite private or church claims held or claimed under Russian conveyance as originally granted or claimed at the date of acquisition of Alaska.

# THE NONPAREIL STORE

## October Show Days

COMMENCE TO-DAY WITH

### TWO MARVELOUS ATTRACTIONS

## A Grand Millinery Opening

which will command your admiration

## And An Unprecedented Dress Goods Event

which will prove more than a seven days' wonder.

### Concerning the Millinery Opening To-day.

Since our late millinery opening days, now but a brief period in the past, new arrivals have been pouring in upon us in this line each day, until at the beginning of the new month we find ourselves possessed of so much newness, novelty and elegance, which we know you'd be pleased to view, that we were tempted and have finally concluded to announce another Autumn and Winter reception for to-day, October 2d. We feel assured your approval and appreciation will again prove responsive to the irresistible call of that beauty which serves best to adorn beauty, and an entirely new and fascinating array will greet you. New Paris models and American versions of the brightest European ideas beside them. A surprise also awaits you in the designs of our own producing. Rare elegance in them resulting from the combination of French style and American taste executed by skilled hands in our own workrooms. Also that marked individuality peculiar to all "Nonpareil" trimmed millinery which, coupled with high quality materials and our uniformly moderate prices, has bestowed upon us the Millinery Leadership of Sacramento. This second opening and reception will continue for several days, that all may have an equal opportunity of viewing the splendors of art 'midst a bower of rare exotics—nature's foliage—and

## WE WILL PRESENT

to each lady visitor to our Millinery Parlor TO-DAY a 95-page booklet devoted to art needlework, crochet, knitting, home decoration, etc., edited by the best needlework authorities in the world. It contains valuable ideas and concise information whereby pretty articles of your own dainty handiwork may be a very prominent factor in the line of your holiday gifts or an aid to the beautification of your home in a satisfactory and inexpensive manner.

### Concerning Our Dress Goods and To-day's Event.

Our big Dress Goods section was the center of great interest and busy scenes during the first show days of the new Fall stuffs, and that interest increased as the stock became daily enhanced by the new arrivals until to-day stock, busy scenes and intensified interest seems to have reached the zenith. One great effort more, however, which must meet with a general response from an appreciative public, and the limit of dress goods selling in one day will have been attained and all prior records eclipsed. Every wanted style, color, shade, sort, quality and price is here in the ordinary or exclusive as you wish, and all leaders in their classes just as this store is a leader in their showing.

## To-day We Give Free

to every purchaser of a dress length at 75c per yard or at a higher price THE WAIST AND SKIRT LINING FOR THAT DRESS. This leaves you with the price of your lining to invest in trimmings or to apply on the payment of your dress. Every lady in the land well knows what figure the lining for a dress cuts in its cost and should avail herself of this unusual opportunity.

## DON'T MISS TO-DAY AT THE NONPAREIL STORE.

# Wasserman, Kaufman & Co.

**DEWEY DAY.**

**Vermont Fixes the Date for It on October Twelfth.**

MONTPELLIER (Vt.), Oct. 1.—A message received from Governor Smith to-day was to the effect that Dewey Day would be October 12th. This was the date fixed by the committee having charge of Vermont's welcome to her honored son, but definite selection of that time rested with the Admiral himself.

The arrangements will now be completed as originally outlined, and Dewey Day in Montpelier will probably surpass any holiday the State has ever known. The day following the celebration the Admiral will go to Northfield to attend the laying of the corner-stone of Dewey Hall at the university there.

The corner-stone oration will be delivered by Senator C. M. Depew.

**SINGLE TAX.**

**Germans Are Trying the Experiment at Kiao Chow.**

BERLIN, Oct. 1.—Poultny Bigelow, one of the delegates to the Geographical Congress now in session here, recently visited Kiao Chow, Shantung, China, on behalf of the American Geographical Society, and there discovered an economic fact which the German press has hitherto ignored.

To-day Mr. Bigelow told the Associated Press that the German Government had put into practice at Kiao Chow the land theory of Henry George.

**Senator Harlan Dying.**

MOUNT PLEASANT (Ga.), Oct. 1.—Former United States Senator James Harlan, the only survivor of Abraham Lincoln's Cabinet, is lying at the point of death at his home in this city.

**Pierce Won.**

ST. LOUIS, Oct. 1.—At Athletic Park to-day the twenty-mile motor paced race between Charles W. Miller and Burns Pierce was won by the former by half a lap. Miller's time was 36:12.

**Bersaglieri Guard Ball.**

The twelfth annual ball of the Bersaglieri Guard will be held at Turner Hall on the night of the 28th instant.

**Ohio Bank Burglarized.**

SEDALIA (O.), Oct. 1.—The safe of the Bank of Houstonia at Houstonia, O., was blown open by burglars last night. The robbers are reported to have secured \$20,000, but Cashier W. F. Longan says the bank lost only \$1,100.

**YOUR SIGHT**

may be all right. It may not. We can tell you in a few minutes if GLASSES ARE NEEDED. It will be well for you to see us at once. We TELL YOU THE TRUTH, whether we sell you GLASSES or not. Let us improve your eyes, if we can.

**10c**

**1/2-LB PAPERS**

**LINDLEY'S**

**MOTOR COFFEE.**

To induce a trial, freshly ground Motor is packed in half-pound papers at 20c a pound. The whole roast is packed in 2 1/2-lb papers.

**Came Home to Fight the Board.**

NEW YORK, Oct. 1.—Frederick Watkins, recently Captain of the American Line steamship Paris, and who was on the bridge of that vessel when she went down on the Manacle Rocks, was a passenger on the New York, which arrived to-day. Captain Watkins said he came back to fight the United States Board of Steam Vessel Inspectors, who suspended him for two years in consequence of the accident.

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**Preserved Fruits**

are delightful helps to winter meals. A dish of peaches, strawberries or raspberries at supper, ten makes a success of what would be otherwise an inadequate provision. It is not too late here to secure good fruits for preserving.

**Curtis & Co.'s Market,**

308 K STREET.

half a block below Weinstein, Lubin & Co.

**Pride in Family Silver**

The kind of silverware to buy is the kind that your children and children's children will point to 50 years hence and say "that was my mother's," or "my grandmother's." That is the kind of silverware you will find here, solid, genuine, massive sterling.

**KLUNE & FLOBERG,**

Jewelers, 528 K Street.

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are assured that their rigs will be well cared for at the every stable. Called for and delivered at any time; horses always in the best possible condition. Lowest price.

**THE VISU-A. H. ANDERSON.**

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**Buggies**

100 styles to choose from, all grades all prices. Agency California Buggy and H. H. Babcock & Co.

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# The Old Government Whisky

Pure, aged, mellow—a wholesome stimulant, a promoter of digestion, a nerve tonic.

"Bottled in Bond"—100% proof.

"Special Reserve," Bottled at Distillery—90% proof.

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