GARDNER'S CHALK TALK.

PAID A TRIBUTE TO AMERICAN ENGINEERING SKILL IN YACHTING—A NEW 43-FOOTER.

Last Wednesday night there were enough starched shirt bosoms on view to canvas the Cup defending fleet. There was a large and merry crowd astir at the Delmonico meeting of the Larchmont club, and the members of the Knickerbocker Yacht Club were abroad in full force, while the Yachtsmen's Club was packed with those who came to hear Mr. Gardner give a chalk talk about yachts. Pity it was that all the others were not there, for no one left that hall without learning something, no matter how well he "knew it all" beforehand. After tracing the evolution of the yacht, illustrating as he went on the blackboard, his instruction as to meeting different kinds of strain with appropriate rigging incidentally introduced as an example a valuable explanation of the defeat of the Shamrock. According to his showing, this would have been inevitable, quite apart from any defects of hull. He seemed to think that she would have done much better if she had carried the solid Oregon pine spars (never used in her visit) rather than the flimsy tubes of combination metal, which went all out of shape when the wind blew. He called attention to the fact that the best canvas in the world would be powerless in such a case as this, and that the bending of a boom to the extent of an inch and a half would lose a race, while the Shamrock's bent a foot. In the downward bend of the boom, Ratsey's fine sail was dragged in one line of "hard spot" from the forward part of the raff to the mainsheet, leaving a hole six or seven feet deep in the after part of the sail just back of the hard spot. The impossibility of her winning against a craft rigged like the Columbia, which had a strut to every spar and all possible weaknesses taken care of, was made clear. Without intending to be so, the lecture was a most convincing tribute to the engineering skill that is manifest in the American yachting, and especially in the defence of the America's Cup—showing, too, that the best art of the sailor cannot expect successfully to compete when on one side there is a superiority in the engineering science of rigging and sparring.

A craft whose coming has not yet been announced to the yachting community is the 43-footer for William L. Ward, of Port Chester, N. Y. This is one of the craft which are going to make things hum in the 43-foot racing length class, where the war will be to the knife. Mr. Ward's vessel has been designed by Gardner with the intention of beating his own design, the conquering Mira, and the Crowninshield Hebe, and to meet the other new racer for W. T. Foote. She is of composite build, steel frames and wooden planking, and the oak of the keel has just been hewn out and smoothed to receive the eight tons of lead which have been cast in Frank Wood's yards. The boat will be 56 feet 3 inches over all, 35 feet on the waterline, with 13 feet of beam and 9 feet draught of water. The fin and lead being now ready, the framing will begin at once. The steel angles are light, and were all bent a week ago. The boat will appear in the Sound racing.

NEW-YORK YACHT CLUB LIBRARY.

The report of the Library Committee of the New-York Yacht Club shows that the library of the club now contains 3,413 books, exclusive of pamphlets. Of these, 710 were added in the last

THE NEW BOOKPLATE OF THE NEW-YORK YACHT CLUB.

year. To the photograph collection, which numbers eight volumes, two new volumes, "Yachts in America," 1900, and "Yachts in England," 1900, have been added. In each book in the library is to be placed a copy of a bookplate engraved for the club by Edwin D. French from a preliminary sketch by Walter T. Owen.

THE CRAFT AND THOSE WHO SAIL THEM.

Still another boat will cross to America from England this spring, having been purchased by Philip T. Dodge, of the New-York Yacht Club. This is the Payne design, the Eelin, whose races with the Tutty will now end unless the latter boat also crosses. The Eelin is 59 feet long on the waterline, and 84 feet over all, 15 feet 10 inches beam and 9 feet 11 inches draught. The photos of the Eelin and Tutty show them to be very like small Britannias, and they have raced in the 65-rating class, Captain J. Orr-Ewing sailing the Eelin. She will now be fitted out for her ocean trip to Sandy Hook.

Commodore Frederick T. Adams, of the Larchmont Yacht Club, will have some further improvements made for the next season in his schooner Sachem, which is now the flagship of this club. She flies the burgees of the New-York, Atlantic, Manhasset Bay, Bridgeport, American and Larchmont Yacht clubs.

E. H. Weatherbee, of Mamaroneck, has ordered a 60-foot steam yacht on the design of Cary Smith, which is to carry him from his residence to his New-York office. The keel is now being laid at the Robert Jacob yard, City Island, and the craft is to travel at the rate of fourteen or fifteen knots an hour, and is to have a moderate draught.

Mr. Maxwell has sold his new Hebe to Mr. Bancker, of Shelter Island. As far as the racing went last summer, before the withdrawal of the Mira, the Hebe did not fully show the ability to beat her, but may do better after she gets down to her best racing form.

Captain Maskel, formerly the skipper of the Queen Mab, has been engaged to sail the Hester, the imported cutter belonging to Rear-Commodore C. L. F. Robinson, next season. Captain Maskel is now superintending the making of a new mast for the Hester, and it is said that the owner will give the yacht a large racing rig, she having done so well on several occasions last year. In light winds and windward work, the Hester proved faster than was expected at the time of her purchase.

Six one design small racers are to be built at City Island, with a jib and mainsail rig, 22½ feet over all, 15 feet waterline, 7 feet beam, and a draught of 24 inches, all being of the centreboard type. These boats are for members of the proposed City Island Yacht Club, the movement for which is now interesting a number of local yachtsmen, among whom are Dr. Frederick Lawrence, Ernest Akers, Albert Wood, John McClure, Charles Harck, Pierre Wood, Ray Lawrence, Howard L. Hortoff and Harry T. Booth.

The big steam yacht Shemara, which was purchased in England about a year ago by Amzi L. Barber, of the New-York Yacht Club, has been sold by him to the Government of New South Wales, and will be delivered to the representatives of the Government at Bermuda, where the yacht is now at anchor. The American crew will come back to New-York by steamer, and an English crew has been engaged to take the yacht on her long voyage.

The flagship of the New-Rochelle Yacht Club, now being built for Commodore Edward Kelly, to be raced in the 51-foot class, will be called the Huguenot. She has been fully planked at the yards of the Huntington Brothers, New-Rochelle.

A composite racer which will compete in the Long Island Sound courses has just been finished by Frank Wood, City Island, for Wallace T. Foote, of Port Henry, N. Y. She is of the 43-foot class, and built on Gardner's designs, with 35 feet waterline, 55 feet over all, beam 13 feet, and has 7½ tons of lead on her fin, which draws 8 feet.

Lucius H. Smith, of the New-York Yacht Club, who recently purchased the cutter Queen Mab, has appointed Fletcher Dennis, of Greenport, to be his skipper in the coming season.

The steam yacht Buccaneer, which for a time was known as the Privateer, has been given her old name since she was purchased by Frank T. Morrill, of the New-York Yacht Club.

The new 21-foot raceabout which H. M. Crane is having built on the design of his brother, Clinton Crane, is now fully in frame and partly planked. As seen in frame, she reminds one strongly of H. M. Crane's last year's raceabout, the Raider, though no doubt there are points of superiority and difference not readily perceptible. The planking is of mahogany, laid double. Frank Wood will have her practically finished in about two weeks.

Henry R. Wolcott, of the New-York Yacht Club, has purchased from the estate of the late Commodore Henry S. Hovey the well known schooner yacht Fortuna, and has appointed Captain James Berry, of Islip, to be the skipper.

John Hyslop's yawl, which is being constructed on the historic measurer's own design, has had the lead keel moulded, and the craft is now being framed. She will be a fast cruiser.

Cornelius Vanderbilt's 70-footer the Rainbow, which is now hauled out on the ways at the Hawkins yards beside the Columbia, looks like a different boat since she was partly rebuilt underneath, and at present there are no signs of weaknesses or cracks since she had the steel plates put inside the planking of her underbody.

Close by is the Mineola, owned by Vice-Commodore August Belmont, in very different condition. She looks like an old boat. The long plates which were put on the bows to keep the fin and the forward overhang together have rusted and dripped rust. She looks "tough."

GOLF.

J. H. CALLENDER WINS THE BALL SWEEPSTAKES AT DYKER MEADOW LINKS.

Another of the Ball Sweepstakes with which the Dyker Meadow golfers have enlivened their winter season took place at the club's links, near Fort Hamilton, yesterday. Temporary greens were still in use, but before long these are to give place to the regular putting greens, and the entire course put in shape for spring. Over the shortened course yesterday 91 was the best score recorded. This was made by G. Smith, whose allowance of five strokes brought his net card down to 86. The best net score was made by a long handicap man, J. H. Callender, who did 107—22—85. Some of the leading cards follow:

	Gross.	H'cap.	Net.
J. H. Callender	107	22	85
F. H. Lovell, Jr.	102	16	86
G. Smith	91	5	86
J. D. Dubridge	109	14	95

Alexander Campbell, the Scottish professional, who has been making a flying visit to his old home this winter, has written to his friend, Hugh Connellon, giving him the details of a match in which Campbell figured against "Willie" Fernie, the noted professional of Troon. Campbell had as his partner "Tom" Walker. Fernie played their best ball. Fernie won the first hole, but the partners got it back at the third, got one ahead at the eighth, and were 2 up at the turn, and though Fernie took one off at the tenth, his opponents recaptured it at the twelfth. Their combined game thereafter was so deadly that Fernie had no chance, and the match was won by the partners, 3 up and 2 to play. The medal scores were: Fernie, 71; Campbell, 73, and Walker, 76.

John D. Tucker, St. Andrew's former professional, his issued a challenge to Roy Owen, the Oswego professional, for a thirty-six hole match for $500 aside, winner to take all. Tucker coached the Oswego Country Club team last season, and is said to be anxious to bring off the match in that city, although he is agreeable to meeting Owen in his own city, Washington, should the latter so desire.

In addition to occupying the presidency of the Midlothian Country Club, George R. Thorne has recently been made president of the first golf railroad ever built. Instead of relying upon bicycles and automobiles to take them to the links, the Midlothian Club has built a railroad from the Midlothian station, on the Rock Island Railroad, to its grounds, and has arranged to equip it with a locomotive, a passenger coach and a combination car. The line is to be known as the Midlothian and Blue Island Railroad, and will be formally opened on April 1.

SHAM BATTLE AT GARDEN.

FIVE ARMS OF THE SERVICE TO TAKE PART IN MILITARY ATHLETIC LEAGUE TOURNAMENT.

The Military Athletic League and the men who are concerned in the success of its coming military tournament at Madison Square Garden during the week beginning March 25 are busily engaged in arranging every preliminary. Colonel Charles H. Luscomb and Commander Fry were in conference at the Navy Yard yesterday with Admiral Barker, Captain Taylor of the Vermont and Commander Stuart, regarding sailors from the ships, and with Colonel Meade, commanding the Marine Corps, as to marines to take part in the entertainment. Assurances were given that details would be sent, both from the ships and from the marine barracks, and the men will be given a prominent place in the programme during the week. The detachment taking part will be from the force of marines that made the celebrated march at the siege of Peking under command of Colonel Meade.

West Point will be splendidly represented by twenty-four men, under command of Captain George H. Sands. The 11th Infantry, from Governor's Island, is being put in shape for its part in the exhibition. The Engineer Corps from Willets Point will construct a pontoon bridge. It will be assumed that a stream eighty feet wide crosses the Garden, and in the passage of the stream over the bridge five branches of the service will be employed. Under cover of artillery fire and shelling from a rapid fire gun in the bow of a cutter of the Naval Militia the Engineer Corps will construct the pontoon bridge. As soon as completed, infantry, cavalry and artillery will cross the bridge and present all the features of an actual engagement, the Naval Militia landing from their cutter with their gun and joining in the engagement.

ATHLETICS AT YALE.

BASEBALL, ROWING AND FOOTBALL PROSPECTS—NOT ANXIOUS FOR AMERICAN HENLEY.

New-Haven, Conn., Feb. 23 (Special).—This week has been an important one in athletics at Yale. The 'varsity crew took to the water Friday for the first time this season, and the baseball team was called out on Washington's Birthday. The actual season of outdoor work for both the crew and the baseball team began, therefore, this week. Further than that, the week has been made memorable by the dropping of Ralph Bloomer, the freshman tackle on the 'varsity football team, and the appointment of "Billy" Murphy, captain of the 1894 baseball team, to coach the candidates for the diamond this year. Altogether, the week has been remarkable in athletic activity.

One of the most interesting things that have come up in crew work for years has been the suggestion of some of the larger colleges and universities as well as professional crews and boat clubs to start a National Henley on the Thames. Yale is not anxious to engage in such a venture, and has not thus far been active in urging forward the preparations. At the same time, Walter Camp, for Yale, states the position of the university to be one of acquiescence in any plans that may be evolved. He said that the Harvard-Yale race would be retained, and would probably be the foremost contest of the week of races.

The baseball team was called out Thursday evening by Captain Robertson, and on Washington's Birthday was given the first work of the season. Some fifty undergraduates responded to the call, among them all of the men left over from last year's 'varsity team, all of last year's freshman team, and a number of new men. No one of prominence, however, has thus far been discovered among the newcomers. The team has a nucleus that will suffice for a strong team in Hirsch, catcher; Sharpe, first base; Robertson, Garvan and McKelvey, pitchers; Brown, second base; Waddell, Guernsey and Barnwell, fielders. The only places where new men are needed are at shortstop and the two infield positions, second and third bases. The remainder of the team is stronger than the average as it is now, and is composed of tried men. The season should be a successful one. The only drawback has been the dropping by the faculty of Stephenson, a freshman from Brooklyn, who was expected to prove a strong pitcher and general utility man.

The dropping of Bloomer by the faculty has been a great blow to the undergraduates interested in the prospects for a great football team next year. Bloomer fell behind in his studies, and while given unusual opportunities to catch up, failed to do so, and was dropped. He will not return to college next year. With Bloomer out, the football team presents a serious question for Captain Gould to settle. Last year Brown had everything his own way. He had plenty of good material, and no end of enthusiasm among the undergraduates. This year Gould will start in with a mere ragtail of an eleven, with all the best men gone and few strong players left. The team loses by graduation this spring Brown, guard; Olcott, centre; Stillman, tackle; Coy, end; Wear and Fincke, quarterbacks, and Dupee, fullback.

An attempt that was made by the Columbia crew managers to get Yale to join in a dual race, either at New-York or New-Haven next spring, has been nipped in the bud. The Columbia manager and Captain Blagden, of Yale, nearly came to an agreement, when Allen, the coach, refused to allow the Yale crew to enter into any race with Columbia. The decision has been a disappointment to the New-York boys. Many Yale men also have desired that such a meet be arranged, but Yale's first wish is, of course, to whip Harvard on the Thames.

CONNECTICUT TOPICS.

MANY REAPPOINTMENTS BY GOVERNOR M'LEAN.

IMPROVEMENTS AT THE STATE LIBRARY—TO REMODEL THE NATIONAL GUARD—A NEW CHARTER FOR HARTFORD.

Hartford, Conn., Feb. 23 (Special).—Governor McLean has already made the majority of appointments that fall to his term, thus preventing long drawn out contests, which have often been known in the past. Contrary to the expectations of many, he has made reappointments in every case thus far, showing that he is conservative, and, furthermore, that he is well aware of the duties of his appointees. For the courts he has named Justices Baldwin and Hamersley for the Supreme bench and Judges George W. Wheeler, Ralph Wheeler and Milton A. Shumway for the Superior Court. There is no doubt they will all be confirmed by the Legislature, although there is a semblance of opposition to Judge George W. Wheeler, and a hearing before the Judiciary Committee has been asked for by Henry Stoddard, of New-Haven. Judge Wheeler has the reputation of being a working judge, and wherever he holds court he expects cases to be prepared on time, and does all he can to expedite business and prevent the law's delays. This has made him somewhat unpopular with the bar, but litigants are, as a rule, well pleased.

Other reappointments are O. R. Fyler and Washington F. Willcox as Railroad Commissioners, and George F. Kendall as Bank Commissioner. For State prison directors Frank C. Sumner, Willie O. Burr and Edward A. Fuller have been renamed, the first named having been on the Board for many years. The State Board of Charities retains Mary Hall, Rebecca Bacon and Dr. Edwin A. Down, all having served more than one term, and being peculiarly adapted for the duties to which they are assigned.

The Hartford County legislative caucus, which has the nomination of the various judges of town and police courts in the county, has renominated the entire list, including Judge W. S. Case, of the Court of Common Pleas, and there will be no contest over their confirmation. In this city Judge Bill, of the police court, will begin his fourth term, which is somewhat remarkable, as few judges are retained on this bench for more than two terms.

In New-Haven County opposition has been made to the confirmation of Judge Cable, nominated by the county caucus for the Court of Common Pleas of that county, but it is expected he will be confirmed in spite of the opposition which comes from the Democratic side of the House, and is personal in its nature.

The contest of Orsen F. Curtis for the seat held by Thomas H. Brady, representative from New-Britain, has been decided against Mr. Curtis. Mr. Curtis is a Republican, and the sitting member is a Democrat. The action of the Republican majority has been favorably commented upon.

The plans for improvements in the State Library, suggested by Librarian Godard, have been reported upon favorably, and will undoubtedly be carried out. They will materially further the usefulness of the fine collection of reports and parliamentary documents, and save an immense amount of time to those who consult the library. The plans contemplate a practical abandonment of the present shelving and the substitution of the steel book stack. Vaults for records are also to be built.

The military men have presented again a bill for the re-establishment of the Connecticut National Guard, which in its provisions cuts down the large ornamental staff of the Governor, provides that none but men with a military experience can be appointed on that staff, and generally relieves the guard from top heaviness of officers. It is also provided that one of the four regiments contemplated may be of artillery, doing away with the present battery system. The general scope of the bill is toward economy. In this connection it is worthy of note that Adjutant-General Cole has issued a new order, permitting the use of armories on Sunday. Commissioned officers are to be held strictly accountable for the conduct of their men in the armories, and more stringent rules are formulated in regard to use of the buildings.

Hartford is interested in an attempt to frame a new charter. Representative Freeman has introduced a bill providing for a Committee of Fifteen, to be appointed by the Mayor and confirmed by the Court of Common Council, to prepare a charter which shall have provisions for a Board of Public Works, single headed commissions for the Police, Fire, Street and Health departments, for a Board of Finance, a Board of Removal of Public Officials and a Civil Service Commission. The committee shall give public hearings on the proposed charter, and the citizens are to be called upon to vote upon its adoption at the April election in 1902.

TIGERS AT WORK.

Princeton, N. J., Feb. 23 (Special).—The spring athletic season at Princeton will begin with the calling out of the baseball candidates on Monday, and Princeton air is full of baseball talk. The prospects for a fast nine are good, although there are some important vacancies to be filled. The great Tiger battery that won three championships, Hillebrand and Kafer, has dissolved partnership by the graduation of both twirler and backstop, and though Captain Green is well able to fill Kafer's shoes behind the bat no pitcher has been found equal to taking the place of Hillebrand, whose baseball and football laurels have not yet had time to wilt since his graduation last June. Hillebrand's experience will nevertheless be used by the Tigers, for as soon as the weather permits the players to practise on the outdoor diamond he will take charge as head coach.

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Freight paid within 500 miles on all purchases of $5.00 or over. Railroad fares allowed out of town buyers. Store open Saturday evenings until 10 o'clock.

SHEETS AND PILLOW CASES.
These goods are of the most durable and well finished muslin, hemmed, laundered and ready for use. For one week only they will be sold at the following prices:—SHEETS, 54x90, 29c.; 63x90, 34c.; 72x90, 39c.; 81x90, 43c. each. PILLOW CASES, 42x36, 10c.; 45x36, 12c.; 50x36, 14c.; 54x36, 15c. each. 90x90 Double UNDER SHEETS, 49c. each; bleached BATH TOWELS, 2 for 25c. Full size, crochet BED SPREADS, extra fine white yarn, at 89c. each.

Wagon deliveries all suburb and seaside resorts as far south as Asbury Park and throughout Long Island.

CARPET DEPARTMENT.
A remarkably complete assortment of carpetings, comprising all the latest patterns and color combinations in Wilton Velvets, Savonneries, Axminsters and Body Brussels. Very handsome Rugs and Hall Runners of superior quality and exquisite colorings. Moderate prices and thoroughly reliable goods.
HENRIETTA ART SQUARES, with medallion centres, in all the most effective Oriental colorings—greens, blues, Persian reds, &c. Sizes and prices as follows:—
9x9 ft., at 2.70 9x10 ft. 6 in., at 3.25 9x12 ft., at 3.60
CARPET RUGS, of all styles, sizes and grades—Axminsters, Brussels, &c.; handsome borders; ranging from $9 up, in sizes to fit any room.
FOR THE COUNTRY HOUSE, MATTINGS of China and Japanese weaves; superior qualities, very effective colorings and patterns, in blues, greens, red, ecrus and exquisite floral designs in natural shades. Prices begin, per roll of 40 yards, at 6.00
INGRAINS, four different patterns in desirable colors, very good quality; exceptionally durable, at 35.00
HASSOCKS, all shapes and styles, in choice carpetings, at 25c. each.
UNIVERSAL CARPET SWEEPER, excellent mechanism, at 1.69

UPHOLSTERY DEPARTMENT.
A large assortment of Drapery Fabrics and Muslin, Swiss and Lace Curtains and equally appropriate summer goods at surprisingly low prices. A very complete line of heavier Upholstery Fabrics of latest styles and thoroughly desirable quality.
Cross stripe Snow Flake Curtains, large assortment of colors; very pretty styles:—
Regular value, $2.00; special 1.25
Regular value, $3.00; special 1.69
Regular value, $4.25; special 2.25
Regular value, $5.50; special 2.98
Tapestry Portieres, newest weaves, fine assortment of colors and designs:—
Regular value, $3.50; special 1.98
Regular value, $4.50; special 2.50
Regular value, $7.00; special 3.98
Regular value, $10.00; special 5.49
Bamboo Curtains, new effects, regular value, $1.75; special 98c
Printed Swiss for summer curtains, full assortment of fast colors, dainty floral patterns, 36 in. wide, regular value, 25c.; special 12½c
Estimates furnished on Cozy Corners and Turkish Rooms. Large assortment of Oriental goods.

COMBINED TONING AND FIXING BATH, 8 oz. bottle 12c
PYRO, HYDRO, EIKO and TRENOL DEVELOPERS, guaranteed best, 8 oz. bottle 12c
DRYING RACK, hardwood 8c
RUBBROID TRAYS, 4x5 10c
BROMIDE POTASH, 10 per cent solution, bottle 5c
EASTMAN'S DEVELOPER POWDERS, each 4c
All sizes of EASTMAN'S FILMS.
KLORO, SOLIO DEKKO, VELOX, SEPIA and BLUE PRINT PAPERS.
All styles CAMERAS reduced to one-third; some one-half off the usual prices.
Full line Eastman's KODAKS and supplies.
BREAD RAISER, of heavy block tin, 17 quarts, heavily retinned, strongly made, iron handles, ventilated top; to close out at the very low figure of 48c
WROUGHT STEEL STEW KETTLES, 4 quart size, polished inside, the "never break" kind; worth 75c.; special for only 19c
PARLOR LAMPS, LIBRARY LAMPS, PIANO LAMPS, HALL LAMPS and KITCHEN LAMPS in largest variety and finest selection.
Parlor Lamps as low as 1.67
Hall Lamps as low as 98c
Kitchen Lamps as low as 29c
FIVE O'CLOCK TEA KETTLES, made

HOUSEFURNISHING SPECIALS.
of solid copper, nickel plated, highly polished and finely finished on wrought iron stand 1.23
A complete assortment of SATCHELS, BAGS and TRUNKS, also DRESS SUIT CASES, in all leathers and of excellent workmanship and finish.
Satchels upward from 58c
Trunks upward from 1.98
BABY CARRIAGES, in large assortment; all styles, sizes and makes; all the newest models, upholstering, &c.; also Robes, Parasols, &c. Baby Carriages begin at 2.98
CANISTER SETS, consisting of 10 different descriptions, blue and gilt, neatly decorated and lettered, also spice sets, 6 in set, to match above, at special prices:—
10 CANISTERS, 1 lb size, per set 1.21
6 CANISTERS, spice, per set 23c
OLYMPIA MUSIC BOXES, Edison Phonographs, Columbia Graphophones at lowest figures. Complete selection of Disks for music boxes and Records for Talking Machines, with all the latest songs and music. Graphophones as low as 5.00

THE "ELECTRIC" WASHER, best in the market, fine, strong construction, large family size, corrugated inside, cedar tub, galvanized iron mountings, no parts to get out of order or tear the clothes; special for only 3.98
FAMILY SCALE, white enamelled dial, guaranteed correct; weighing up to 24 lbs., the kind that sells elsewhere at $2.00; here special at only 99c
Same, less scoop 93c

SEWING MACHINES.
The Speedway is the latest Sewing Machine added to our stock of high grade machines. This sewing machine is first class in every respect, capable of doing the finest or the heaviest sewing. Frame of solid oak, highly polished. To introduce this fine machine we will sell the 3 Drawer Speedway for 14.95
We also carry a full line of Universal Climax and New Home machines at the lowest prices. All machines fully guaranteed for 5 years.
Great selection of RANGES and HEATERS of the best makes and styles, all with the latest improvements, at very lowest prices. Range, 5 hole top, reversible collar, in Nos. 6 and 7, ornamental and nickel trimmed, special, No. 7 for 7.98
And the No. 6 for only 6.66