The Sun.

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TO EXPLORE THE PACIFIC.

EXPEDITION ABOUT TO BE SENT OUT BY THE FISH COMMISSION.

It Will Study the Practically Unknown Depths of the Mid-Pacific and Important Results Are Looked For—Novel Appliances to Be Used—Trip of 20,000 Miles.

WASHINGTON, June 10.—The United States Fish Commission is preparing to send out about the middle of August an expedition to explore the practically unknown depths of the mid-Pacific Ocean. The party of scientific men in charge of the work will sail from San Francisco on the United States Fish Commission steamer Albatross, and propose to return to the United States about May 10 of next year. Their course will take them 20,000 miles, through a circuit of nearly every important group of the smaller islands which lie in the mid-Pacific Ocean between the Tropic of Capricorn and the Tropic of Cancer. At the head of the scientific work of the expedition will be Prof. Alexander Agassiz, whose achievements in deep-sea exploration in the past thirty years entitle him to the first place among the world's investigators of submarine life and conditions.

Many reasons induce the members of the coming expedition to look for results of the highest importance to scientific, popular and commercial knowledge. In the matter of paraphernalia and equipment for collecting specimens and preserving them the Albatross will on this trip undoubtedly surpass any vessel of the kind ever before commissioned for scientific purposes. The Albatross is a twin screw steamer of something more than 1,000 tons displacement. She was constructed for the Fish Commission in 1882 at a cost of $200,000 and was the first vessel ever specially designed for deep-sea exploration. Prior to the Spanish-American war, during which she was commissioned in the navy the Albatross was generally conceded to be the best equipped vessel in the world for scientific purposes. She was returned to the Fish Commission in the early part of this year. Since then she has been undergoing extensive repairs and improvements, including the installation of new boilers, electric fans, &c., and the building of an icemaking and cold-storage plant. Her two spacious laboratories have been remodelled and additional facilities have been added for the preservation of specimens of deep-sea life and of marine and land plants and animals which will be collected on the voyage. Every effort has been made to equip the vessel thoroughly for deep-sea dredging, trawling and sounding; surface and intermediate towing, shore seining, land collecting and line and net fishing.

One feature of interest of the expedition will be the use for the first time in deep-sea dredging of a deep-sea dredge or trawl of any considerable size. Heretofore the largest trawl ever operated at any great depth has had a mouth or opening 10 feet wide by 2½ feet high, with a net for the reception of the catch proportionately small. The great trawl which is now being constructed by the Fish Commission for use on the coming expedition of the Albatross will have a mouth 20 feet in width by 6 in height and its net will be 30 feet in length. It is being made after a special design by Charles H. Townsend of the Fish Commission and will be operated at the greatest possible depth consistent with safety. Deep-sea naturalists are of the opinion that the ocean's bed is inhabited by creatures of much greater size than any which have heretofore been brought to the surface. This opinion the men who will sail on the Albatross expect to confirm.

Another curious appliance for deep-sea work, from which important results are expected, is a deep-sea pump which will be used on this expedition for the first time. It is an invention of Prof. Agassiz. It consists of a rubber tube of such length that one end can be let far down into the ocean depths. Through it water containing the more minute forms of deep-sea life which are supposed to exist on the ocean's bed and furnish food for those of larger size will be pumped to the surface.

The record for the greatest depth ever reached in deep-sea dredging is held by the beam trawl of the Albatross. This is three miles. The deepest spot in the ocean's bed lies down in the South Pacific Ocean, about eight hundred miles to the northeast of New Zealand. It was recently discovered by the Penguin of the British Navy, and the plummet dropped overboard reached a sheer depth of five and a half miles before it rested on the ocean's bed. The Albatross will take with her on the coming expedition sufficient wire rope to operate a trawl at a depth even equalling this, and it is possible that she will make a detour from her scheduled course to dredge and sound this particular part of the ocean's bottom.

When the Albatross leaves San Francisco she will proceed directly to Tahiti, in the Society Islands. On this trip of 3,500 miles dredging and sounding will be carried on at almost regular intervals on an almost wholly unexplored part of the ocean's bottom. It is expected that the average depth of the ocean between San Francisco and Tahiti will be found to exceed three miles. From Tahiti the Paumotu Islands will be explored. This archipelago is about six hundred miles in length, and its natural history is almost unknown. After devoting six or seven weeks to the work of exploration the vessel will return to the Society Islands. It will next go to the Tonga or Friendly Islands, a distance of about 1,500 miles, where a week or ten days will be spent. From there the Albatross will steer a course for the Fiji Islands, where a short stay will be made, and will go thence 1,700 miles to the Marshall Islands. On the way the Ellice Islands and the Gilbert Islands will be visited. Five weeks will be devoted to the exploration and study of the fauna in and around the Marshall Islands.

The course will then be changed to the northeast, and an almost straight line of 4,000 miles will be made for San Francisco, taking in on the way the Hawaiian Islands. Over this course a line of deep-sea dredgings will be run, deep-sea tow nets being used while the dredging is going on. This work is expected to be one of the most interesting features of the expedition.

An interesting point in controversy between European and American deep-sea explorers will be settled on this voyage of the Albatross. The scientific men of the Old World have always contended that the sea is inhabited by various forms of life at all depths. The Americans, on the other hand, say that life beyond the Continental slopes is confined to an upper layer of the ocean's surface at a depth of a few hundred fathoms, and a lower layer consisting of submarine fishes and animals which live along the bottom of the ocean. The Albatross will drag nets, which are opened and closed at any desired stage of their descent, through all successive stages of the ocean's depth and will thus be able to determine the matter absolutely.

Fish Commissioner George M. Bowers and Dr. Hugh M. Smith have received the hearty approval of the President in their plans for the expedition, and it is expected that most important information of a practical nature regarding the food fishes of the Pacific waters will be obtained. The Department of State has communicated through the American Ambassadors with the French, German and English authorities for the purpose of having the representatives of these Governments instructed to accord special privileges to the Albatross. The reports embodying the results of the expedition will be published jointly by the Fish Commission and the Museum of Comparative Zoology.

In a recent letter Prof. Agassiz refers to his explorations in the Bahamas, the Bermudas, Cuba, Florida, the Fiji Islands, the Australian Great Barrier Reef, the Sandwich Islands, the Bay of Panama, the Galapagos Archipelago and the Gulf of California, and then says:

"The expedition now proposed I consider the most important one I have undertaken since the cruise of the Blake, 1877-80. It covers an area of the Pacific which has not as yet been touched, as nothing is known of the line from San Francisco to Tahiti, Tahiti to Fiji, Ellice and Jallet and Marshall Islands to Honolulu; and most important results should be obtained with a vessel so admirably fitted for the work as the Albatross. In addition to the deep-sea work we expect to visit many of the atolls and elevations abounding along our track, and hope to throw additional light upon the debatable theory of coral reefs. The proposed Albatross expedition is one which, with fair success, is sure to be creditable to this country. Since the great exploring expedition of Wilkes this Government has done but little in the greater field of oceanic exploration as a whole, though the minor expeditions undertaken in connection with the work of the Coast Survey and the Fish Commission have been among the most satisfactory explorations of limited areas of our coast."

BRONX HORTICULTURAL GARDENS.

Thousands of Trees, Plants and Shrubs Raised There for the Parks.

Plans have been drawn for the construction of a new hothouse to be added to the horticultural nursery already well established in Bronx Park. The new structure is to be 200 feet long by 25 feet broad and will parallel the Bronx River at the southeastern extremity of the lands reserved for the gardens. These lands lie in the Bronx Valley just south of the Lorillard mansion. At right angles to the hothouse a boilerhouse, 40 feet by 25 feet, is to be erected. It will be furnished with furnace and boilers, with capacity for heating not only the new building, but others contemplated but not yet planned. The basement will be used as the boiler room and the ground floor will be used as offices. In connection with the hothouse will be two rooms fitted with shelves, racks, &c., to facilitate the potting of plants. The house proper will not only be used for the cultivation of plants used in decorating the various parks in the Bronx borough park system, but also for the display of plants too delicate for outdoor life in this climate.

The new buildings will be substantial brick structures, with every requisite for the culture of plants of every clime, and will be completed by September.

Work on the Horticultural Gardens was begun under the direction of Robert Demeker last September, with only one small hothouse, some 50 feet by 25 feet, completed. Small as the house was, an immense number of plants of great variety have been raised and many of them have been transferred to Van Cortlandt and St. Mary's parks. A large nursery of hardy trees and shrubs, including many rare evergreens, is established in the open. A large space south of the old hothouse has been cleared, bedded and, to a large extent, planted. Back of the building the ground rises to an elevation which commands a view of the entire gardens and the woodlands beyond. This hill has been terraced and planted on the plan of an immense rockery. This plan has involved much work in the way of clearing ground, cutting away useless trees and removing underbrush and shrubbery to open up the view. The whole has been planned by Mr. Demeker with a view to avoid as much as possible any appearance of artificiality. The gardens are already well stocked, and have become a centre of attraction to hundreds of visitors to the park.

The view from the rockery affords a landscape of rare beauty. It is marred to no small extent, however, by the proximity of the carrousel, which is located within 200 feet of the southern end of the gardens and in a direct line with them. It is only partially hidden by intervening trees and shrubbery and the gaudy striped canvas covering is entirely visible.

An idea of the magnitude of the work of which the Horticultural Gardens is the centre may be had from the fact that 1,500 trees and 4,000 shrubs have been set out in St. Mary's Park, which is only one of the smaller parks of the system. It is an important one, however, as it is the centre of a populous district where building is rapidly progressing and the population constantly increasing. It is also opposite one of the largest schools in the district, on St. Ann's avenue, between 147th and 148th streets. Mr. Demeker spent considerable time in Van Cortlandt Park last week superintending the restocking of flower beds made ready for their new supply of flowers from the Bronx Park nurseries.

STOCK SALES SANS STAMPS.

Brokers Who Deal on Verbal Agreements Brought Up with a Round Turn.

A device to avoid the use of documentary stamps on memorandum slips of sales of stocks and grain, practiced by a number of brokers on the Consolidated Stock Exchange, has come to the attention of the internal revenue authorities. The practice has ceased abruptly, and the brokers are hastening to make an accounting of their transactions for the past three or four months. This accounting is necessary in order that a proper amount of stamps to cover the transactions of each broker may be purchased and cancelled by the brokers. One broker said yesterday that he knew of an office where for one dollar's worth of stamps purchased and cancelled on Monday, Tuesday, and Wednesday, ten dollars' worth had been used on each of the last three days of last week.

The scheme is not a new one. It has been before the United States Supreme Court, which confirmed a sentence of $500 fine imposed on a Chicago broker by the Circuit Court for trying it. The plan is simply to do without memorandum slips of sales, the brokers who do business with one another trusting each other's word of honor in lieu of a black and white memorandum slip. There being no slip to affix stamps to, no stamps are purchased and cancelled, and consequently the broker is $2 richer on each 100 shares sold than if he complied with the law. This saving does not go to the speculator or principal, but to the broker exclusively. The saving on a grain transaction is one cent on each $100 of value, which, like the tax on sales of stock, is charged against the principal's account, and, if no record of the sale is exchanged between brokers, is so much additional profit to the selling broker.

Inspectors Edward Long and George O'Neal of Revenue Agent Thompson's staff have been visiting the offices of ten or a dozen brokers on the Consolidated Exchange and demanding a detailed and sworn statement of their transactions for the past three or four months. Agent Thompson gave notice that where these statements were not forthcoming the cases would be presented to the Federal Grand Jury.

Revenue Agent Thompson said last night that there are between thirty and forty brokers who will be called upon for statements of all transactions, some for the full period since the war revenue act went into effect.

"The law," he said, "requires that evidence of any and every transaction of this kind shall be in black and white, and that such evidence shall be stamped to the full amount required. Whenever we call upon any broker or firm we are entitled to a full and true statement of the business transactions of such broker or firm, and if we do not get it we have no other course except to lay the matter before the Grand Jury. Several brokers have already sent me the required statements. One, I find, has been doing a business requiring $25 in one day. He is but one broker of thirty or forty who have been avoiding similar payments for three or four months. I do not think that the practice of omitting memorandum sale slips obtains on the New York Stock Exchange."

BIG BLAZE IN EAST NEW YORK.

James Lyons & Co.'s Tar Paper Factory Burned—Losses, $100,000.

The tar paper factory of James Lyons & Co., in Cypress avenue, near Evergreens Cemetery and the Ridgewood reservoir, in the East New York district, was burned yesterday morning. The flames followed an explosion in the distilling plant, and spread with such rapidity that the twenty workmen employed in the factory had to beat a hasty retreat.

The Brooklyn firemen were assisted by the volunteer company from Glendale, but as the factory was on high ground and the water had to be brought a long distance, the flames destroyed nearly all the stock and buildings before they were extinguished. The losses, the owners say, will exceed $100,000. There was no insurance.

WERE THE LIGHTS WRONG?

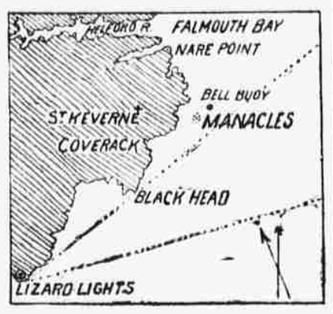
A SUGGESTION AS TO THE STRANDING OF THE PARIS.

Possibility That by a Slight Change in a Screen in the Lizard Lights the Paris as Well as the Mohegan May Have Been Guided Directly on the Manacle Rocks.

A writer in the *Phœnix* of London suggests a new theory to account for the "apparently inexplicable" stranding of the Mohegan and the Paris on the Manacle rocks. While he does not pretend that there is any evidence at present on which to base his theory, he insists that there is reason for making an inquiry in the direction he points out.

He first points out that both ships were in command of picked seamen and that the compasses were properly adjusted, and then, in the absence of any other explanation of the loss of the vessels, he asks, is it possible that the Lizard lights were wrong? To illustrate his theory, a section of the Admiralty chart is given. On it are shown the Manacles, with the position of the bell buoy, and in the extreme southwest corner the Lizard lights. The dotted line shows the visibility of the light to a ship proceeding down channel toward the Atlantic. The light is so screened that it shall be visible from a point safely to the south of the Manacle rocks; that is to say, so long as a steamer coming down channel can see the light it will be clear of the Manacles. The moment she loses the light her commander knows that he is too far north, and, therefore, in dangerous proximity to the rocks.

In the case of the Mohegan the Court of Assessors found that there was no evidence that the Lizard lights were seen by those on board the vessel, but it must be recollected that the men whose business it was to see them were



drowned. In any case, since the weather was clear and they are visible at a distance of twenty-one miles, whereas the Manacles are but nine miles from the Lizard, the Mohegan was well within the arc of visibility, and her lookout should have seen them as soon as they were lit, shortly after 5 o'clock. This also applies to the Paris, with the difference that they were so seen, notwithstanding which the Paris grounded between the rocks of Lowland Point about a quarter of a mile southwest of the wreck of the Mohegan. Shortly before she struck she was hailed by No. 13 pilot cutter, on guard duty north of the Manacles, which spoke the Paris, and warned her that she was out of her course. The Trinity pilot has stated that the liner starboarded her helm to clear the cutter, and had she not done so she would have gone directly on the wreck of the Mohegan. Capt. Watkins, however, has said (if newspaper reports of his statements may be accepted) that on hearing the Trinity pilot's warning he consulted his charts, and observed the Lizard lights, and found himself on a right course; but that he starboarded in order to be on the safe side, and so cleared the Mohegan and put his steamer on the Lowlands reef.

If this be true, it would appear that the Lizard lights were positively guiding both these liners to the same fatal spot with absolute precision.

Reference to the sketch chart suggests to one who does not know the coast that Black Head would intercept the Lizard lights, but as those acquainted with the coast know, the land between the Lizard and Falmouth Bay is lower than the lights, which could be seen from north of the Manacles, were they not screened on one side for the express purpose of keeping ships off the Manacles.

Now, supposing that the screens were shifted a few feet, thus exposing the light a little more to the northeast, it would follow that the commander of a down-coming steamer, seeing the lights, would conclude that he was clear to the southward of the Manacles, as his charts and his Admiralty List of Lights would show him to be, and would run at full speed on them. It should be remembered that it is the lowest dotted line that, as the chart is careful to state, gets the two lights in line and so leads past the Manacle reef at a distance of nearly four miles. For all but a few cables of this distance north of this line, that is to say, to the limit marked by the most northerly dotted line, a ship is safe; so that, supposing the dotted lines to be shifted a little to the northward, a master would be justified in holding such a course. From the superior height of his craft the lights would be clearly visible, while from the lower point of view of the pilot cutter's deck they might not.

The question demanding inquiry, therefore, is not the set of the currents, the state of the tide, the reliability of the compasses, or the competency of both Captains, but whether or not the Lizard lights could be altered for a longer or shorter period, and if so, were they so altered, and by whom?

The *Phœnix*'s writer suggests as a possible motive for procuring the destruction of the two vessels the desire of some shipper to collect the insurance on goods insured far above their value. As to the possibility of carrying out such a plan, he says: "A novelist would dilate upon the fact that the Lizard lights and the Manacles offer an opportunity to his American consignee which hardly any other spot on the coast, and certainly none in the Channel, could offer him. He would point out that Cornwall is the ancestral home of the wrecker, that it is not so long since the men who sang and prayed with John Wesley and his successors of an afternoon went out at night with torches and bonfires to lure unhappy merchantmen to their doom. And he would declare that the taint is not yet quite bred out of the bone, despite the advent of Board Schools and High Churchmen to the duchy."

Finally he thinks that a searching investigation should be made concerning the people who shipped goods via the Mohegan and the Paris and the people who could obtain access to the Lizard lights.

THE KANSAS SEA LIZARD.

Prehistoric Reptile, 30 Feet Long, Displayed at the American Museum.

The big sea lizard dug out of Kansas chalk two years ago has been mounted at the American Museum of Natural History, and was on exhibition yesterday. The skeleton, chestnut-colored, is mounted upon a plaster panel twenty-five feet long. Every bone lies in the original chalk in which it was deposited. Mr. Bourne, a lawyer of Scott City, Kan., discovered the skeleton while hunting for fossils in the Bad Lands of the Smoky Hill River in western Kansas. The tail stuck out of the side of a chalk gulley. The skeleton was cut out in a dozen or fifteen chunks of chalk, which were shipped to the museum. Here the successive slabs were developed with delicate instruments, and it was found that an entire mosasaur was imbedded, from the tip of the long pointed snout to near the tip of the tail. It was slightly less than thirty feet in length and belonged to the largest and most powerful type of sea lizards which ravaged the great American Mediterranean Sea in the chalk period.

The animal lies exactly as it perished, upon its ventral surface, with the fore and hind paddles outstretched and the backbone thrown into an S-shaped curve. The tip of the tail is missing. The skull is four feet long, the fore paddle three feet long and the hind paddle three and a half. It is estimated that the girth of the body, behind the fore paddles, was nine feet. The jaws are armed with powerful teeth. The neck is only two feet long. The back is eight feet long, and the tail, fifteen feet in length, was evidently the great propeller of the body.

The specimen agrees closely in size with the fragmentary skeleton of a similar animal described by Prof. Cope in 1871 at Fort Wallace, Kan. In the neck and chest region it was found that the cartilages supporting the trachea, forming a broad band along the abdominal line and supporting ten of the anterior ribs, were all well preserved. This renders possible a complete restoration of the chest region. Upon this turns the much-debated scientific question whether these animals are sea serpents or sea lizards.

MISS HAMILTON'S GOING TO EUROPE.

Trustees Decided to Pay Over Money for Her Expenses.

J. Eberhard Faber, James G. Hamilton and William B. Cutting, as trustees under the will of Charles Kennedy Hamilton, have been directed by Justice Beekman of the Supreme Court to make certain payments to Mrs. Louisa Savage Tyng of Summit, N. J., for the support of Eleanor Margaret Hamilton, her sixteen-year-old ward, pending an action in the Supreme Court brought by Mr. Faber for a construction of the will of Hamilton. Mrs. Tyng proposes to take the girl to Europe this summer, and says she cannot do so without an order of the court directing the trustees to pay her the necessary money. Justice Beekman requires that they shall pay Mrs. Tyng without a bond $3,500 within ten days, $1,200 more by Aug. 1, and that thereafter until the further order of the court they pay her $1,200 every three months. The income of the trust fund is about $8,000 a year.

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AT FAR LOWER PRICES
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Extra Muslin, tucks and Emb'y	.29
Emb'y or lace insertings and tucks	.39
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Extra fine or showy trimming	.69

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18-inch flounce—tucks and insertings	.95
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Fine Cambric—18-inch flounce—lengthwise rows of val lace insertings alternating with cluster tucking	1.49

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Fine Cambric—handsomely trim'd with openwork emb'y—Empire, two insertings in yoke—wide inserting in revers—collar and cuffs with deep full ruffle of emb'y—fancy beading—satin ribbon run—worth 2.25 ..... 1.49

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With fancy yokes of Lace or Emb'y—with and without ribbon		.59
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Tucked yokes—fine emb'y	.49
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Extra fine trim—12 styles	.98

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Cambric—neatly made and trim'd	.19
Nainsook and Cambric—lace or emb'y	.39
Fancy effects—25 styles	.49

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Cambric—tucked and emb'd yokes	.39
Cambric, Nainsook and Lawn—fancy yokes—lace and emb'y—great variety	.49
Fine Nainsook and Lawn—dainty styles—neat emb'y	.69
With fine insertings and handstitching	.98
Extra fine Lawn, full emb'y trim—handsome yoke or waist effects	1.98

Special values in finer to 6.98.

WASH DRESS FABRICS

Reductions made when assortments are broken and desirable styles and colorings are gone, do not much benefit the Public..... Cutting prices while assortments are complete with best styles and colors are

Reductions that talk

Here are such:

At TWELVE CENTS and a half
were 18 to 20 cents

Fine Scotch Ginghams	Novelty Effects
Silk finish Zephyrs	Granite Effects
Ribbon Stripe Organdies	floral designs

Bengalines—white with colored designs
French Crepons—delicate tinted stripes
Grenadine Stripes—Black and Navy
Plain color or white figured
Finest French Batistes—38 inch—30 styles
Fine Dimities—Polka dots and Set figures

At 5½ CENTS; were 10 and 12½ cents
Lace and Corded Novelty Lawns,
Fancy Grenadine Lawns
Satin Barred Organdies
Best styles and colors

At 7½ CENTS; worth .15 to .19
Fine Fancy Batistes
Hemstitched and Emb'd Stripe Lawns
Colored Stripe Lawns
Emb'd Spots and Stripes.
Best styles and colors.

At EIGHT CENTS and three-quarters
BEST GINGHAMS
ever sold at the price!
the fashionable Madras weave so much in demand for fine Shirt Waists and Shirts—
150 distinct styles and colorings—
Not an undesirable pattern among them
Full 32 inches wide.

ALSO, AT SAME PRICE
DOUBLE FACE GOLF CHEVIOTS
Handsome Plaids and Stripes including plenty of the green and lavender combinations—very durable—woven, not printed—

At TWELVE CENTS and a half
Best Cotton Coverts — Finest made
The "Original" Cloth,
Not inferior imitations
Thirty shades, including staples and fancy tints for Bicycling, Yachting, Golfing, and Outing—
These strong, handsome fabrics are as perfect specimens of mixed color weavings as America has yet produced.

DRESS GOODS

With the greatest spring stock we ever showed we have also enjoyed the greatest spring sales we ever knew,—and we now want to reach the greatest sales we ever knew in summer..... How can it be done?—The best way is to give extraordinary values.....As we never yet have hesitated at loss when result was to be attained, we promise and will give this week

MOST EXTRAORDINARY VALUES

in just the fabrics most demanded for mountain and seaside, for travelling or for general wear.

Fifty varieties of
WHIPCORDS AND FANCY WEAVES
40 to 52 inches wide

That were 85 cents	Now 49 cents
That were 98 cents	Now 59 cents
That were 1.25	Now 69 cents

Gray, Brown, Blue, Navy, Rose, Tan and other colorings

Even if you have no immediate use, it will pay to buy for later; present advances indicate that Autumn prices will be fully double those we now ask.

FINE FRENCH SERGES
46 to 50 inch—light weight—shed dust
Were sixty-nine cents.....now .49

What Better Wedding Gift
could there be than a
FINE LACE BED SET?

Our recent purchase of an Importer's stock far below value makes it possible to offer elegant Irish Point, Point de Paris and Arabian Sets—white, ecru, ivory and coffee—

FULLY A THIRD BELOW VALUE.

Rich medallion centres and handsome borders to correspond—plain and figured net.
SIX QUALITIES——THIRTY STYLES.
While this lot lasts you can buy

At 4.98 Lace Bed Sets—worth $8.00
7.98 Lace Bed Sets—worth 11.00
9.98 Lace Bed Sets—worth 15.00
11.98 Lace Bed Sets—worth 18.00
14.98 Lace Bed Sets—worth 20.00

Our wagons make Deliveries Day after purchase ALONG ATLANTIC COAST at all points from Seabright to Ocean Grove including Red Bank and Little Silver.