

When You See

These goods at the prices we are selling them for you can't help buying.

There's a Bargain

Buys on top here that will bring the money-saving people out in multitudes.

One Week... Spécial Sale

Hosiery....

Four Snaps.

- Ladies' Black Wool Hose, 25c pair. Ladies' Cashmere Hose, 50c pair. Ladies' Cashmere Hose, 75c pair. Ladies' Cashmere Hose, \$1 pair.

Underwear, Five Snaps.

- Ladies' Natural Vests, 25c each. Ladies' Natural Pants, 25c pair. Ladies' Natural and Era Vests, 50c each. Ladies' Natural and Cream Pants, 50c each. Ladies' Combination Suits, \$1.50.

W. P. BOYD & CO.

Front Street, Pioneer Square.

The Best Way

In the world to get an introduction to low prices and to keep up the acquaintance is to call on us.

Can you stuff an elephant into a bush? No, of course not, and neither can we tell you the story of our bargains in a two-column advertisement. Those who are truly economical will come and make discoveries for themselves.

USE STAR OF THE KITCHEN SOAP

It leaves the hands soft and makes them white, and beats the world for cleaning paint. Can be found at the following grocery stores: Conner Bros., Louch, Augustine & Co., L. M. Newman Co., Hempfl, Love & Co., J. W. Kahle, Guy Bros., Seattle Grocery Co., C. G. Sanborn, Seattle Trading Co.

Retail Grocers Supplied by Webb & Co., Seattle, Wash.

Queen Family Flour. 80c Per Sack. \$3.10 Per Barrel.

Money can not buy a superior article. LOUCH, AUGUSTINE & Co. 815 and 817 Front St.

F. B. Co. Lard.

Patronize home industry. Order F. B. Co. Lard. Purest and best lard sold. Made in Seattle. Try it. Sold by all grocers. FRYE-BRUHN CO., Packers.

TEA

England consumes upwards of 180,000,000 pounds annually. America will easily bear this record when she realizes what the Indian and Ceylon Teas are—full of aroma and far superior to China teas. We carry the Blue Crow brand of Ceylon Tea. Packed packages, 50c; half-pound packages, 35c.

CONNER BROS., Grocers, 720 Second St., Boston Block.

NETHERLANDS AMERICAN MORTGAGE BANK ALWAYS MONEY ON HAND. NO. 631 BURKE BUILDING.

LEO'S BUSINESS COLLEGE—Short-hand, Typewriting, Book-keeping, Penmanship and Commercial School Branches. Individual instruction. Day and night sessions. ERNEST LEO, Prop. Occidental Block.

PAVING BRICK—The only genuine street pavers on the Pacific coast are made by the DENNY CLAY COMPANY, Seattle, Wash.

You Needn't Look immediately for the damage that dangerous washing compounds do. It's there, and it's going on all the time, but you won't see its effects, probably, for several months. It wouldn't do, you know, to have them too dangerous. The best way is to take no risk. You needn't worry about damage to your clothes, if you keep to the original washing compound—Pearline; first made and fully proved. What can you gain by using the imitations of it? Prize packages, cheaper prices, or whatever may be urged for them, wouldn't pay you for one ruined garment. Beware

DISGRACE OF A PRIEST.

Suspended for Persistent Attacks on a Sister.

A VICTORIA HUNTER KILLED.

Escape From Jail of a Murderer Sentenced to Death.

Two Prisoners Escape From McNeil's Island—The Report of the Attempted Lynching of Straub at Friday Harbor Not Exaggerated.

Portland, Sept. 6.—Archbishop William H. Gross has unfrocked and suspended from the priesthood Father M. J. Kelly, in charge of a parish at Cedar Mills, near this city, for slandering Rev. Mother William in charge of a refuge home for women located in this city. The beginning of the trouble dates back to July 14, when the Sunday Oregonian published a descriptive article concerning the St. Mary's orphan asylum at Beaverton, in which Sister William was the subject of some commendation. The article was an inoffensive one, and the public were puzzled to account for the criticism it received.

The motive finally became clear when Father Kelly, in a number of communications to the Oregonian, made evident his enmity against Sister William. Archbishop Gross requested Father Kelly to retract his statements against Sister William. Father Kelly refused, and his suspension followed.

For household economy there is nothing like Dr. Price's Baking Powder.

THE SOLDIER BICYCLE RIDERS.

Private Anderson and Two Comrades to Be in Seattle Today.

Tacoma, Sept. 6.—Special.—Private Frank H. Anderson, of Troop H, Fourth cavalry, who carried messages from Fort Walla Walla to Vancouver barracks, arrived in this city today at 1:30 p. m. on his way to Walla Walla by way of Seattle, Port Spokane and Fort Sherman, Idaho. He is accompanied by his brother, William Anderson, private, Company Fourteenth infantry, and Charles Morris, musician of the regimental band stationed at Vancouver.

Anderson left Fort Walla Walla on the 23d ult., arriving at Vancouver on the morning of the 25th a distance of 270 miles, over the worst roads imaginable. He rode a 24-pound wheel, carrying 41 pounds, including a cavalryman's equipment and three days' rations and a carbine weighing seven pounds. He is riding from Vancouver on the present tour a 28-pound bicycle, carrying between 50 and 60 pounds. The weight of wheel, luggage and rider is 210 pounds. Charles Morris rides a bicycle of 26 pounds, and with baggage weighs 210 pounds, but carries no gun. William Anderson rides a 24-pound wheel, and the total weight of wheel, rider and luggage is 180 pounds. The three riders left Vancouver barracks Wednesday morning at 6:45, arriving at Kalama at 2:30 p. m., 45 miles, crossing Lewis river on a cable ferry, left there at 4:30 p. m., and arrived at Kalama at Kelso, 55 miles out, about dark; left Kelso 7 a. m. Thursday, and traveling through mud and rain, followed the railroad to Naches, and then by a rough plank road to Chehalis, arriving there in time for supper. After supper they pushed on to Bucoda, seven miles further, a total of 63 miles in the day, and arrived here this morning at 7 o'clock, arriving here at 1:30, over good roads, a distance of 50 miles in six and a half hours. They expended on the present tour a puncture to the tire of Private Charles Morris' wheel. But for the rains the trio would have arrived here last night.

The purpose of the tour is to test the practicability of the bicycle for its use in the army across rough country in various branches of the service. Private Anderson volunteered for the trip from Walla Walla, and has six days in which to complete the tour, his two comrades having twenty days in which to complete their journey. The journey from Vancouver barracks is intended to be a record one on leave of absence. However, a report will be made on the result of the trip at its termination. They leave at 5 a. m. tomorrow.

THE ATTEMPT TO LYNCH STRAUB.

Confirmation of the Report—The Murderer's Luck of Courage.

Whatcom, Sept. 6.—Special.—The story of the attempt on the part of a so-called "mob" to prevent the removal of Straub and Parberry from Friday Harbor Tuesday evening, as published in the Post-Intelligencer, is confirmed by eye-witnesses of the affair who took no part in it and who came over on the steamer Timpan last night. Lieut. Carden, however, stated that while there were numerous rifles displayed and much hostility manifested, no one so far as he knows, actually took aim at the launch or the prisoners, who were cowering in the bottom. The sheriff's written request for the intervention of the Federal authorities at hand, stated that he had read two prisoners on the steamer had no safe jail facilities and was threatened with an attempt to lynch them, and had no possible way to convey them to a place of safety. Tuesday night the prisoners were taken from jail and guarded in the woods.

The officers say that Straub exhibited an utter lack of nerve, and the boat was naturally badly scared, though he had little or no reason to fear violence, as the state did not make out a strong case against him on the preliminary examination.

It is not easy to see how Straub, even taking his own version of the affair, as given to the Post-Intelligencer correspondent yesterday, can hope to escape conviction, and yet he seems confident that he will. The thought of going back to Friday Harbor is terrifying to him, but there seems to be no doubt that he will have to go there, if only to be present in court when the motion which will be made for a change of venue is argued. Judge Winn says he will hear the case the first week in October if both sides are ready. The prisoners are trying to retain James Hamilton Lewis to defend them.

A MURDERER BREAKS JAIL.

While Under Sentence of Death—His Friends Overpower the Jailers.

Boise, Idaho, Sept. 6.—Paul P. Lawson, under sentence of death for the murder of William Watson, escaped from jail in Halley last night and is still at large. Sheriff Patton was found gagged in jail this morning and the prisoner escaped last night, when the sheriff was about to lock up Lawson, he was suddenly seized by two men and threatened with his life if he gave a warning. The steel cell keys were taken from him. He was then bound and gagged and Lawson was released. The prisoner's two sons, assisted by a stranger, were the liberators.

The Paving of Pacific Avenue, Tacoma.

Tacoma, Sept. 6.—Special.—Another high roller this morning in the work of paving Pacific avenue. There are no reasons for the delay. The supply of bricks was almost exhausted and the contractor is short of cement also, and will not be able to get more until his first

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Tacoma, Sept. 6.—Special.—The second day's hearing of the case of Chris Olson against the Bank of Tacoma today brought forth few new facts. The assignee, Mr. Alexander, was examined closely, and detailed his unsuccessful search for the missing ledger and journal of the Tacoma Trust and Savings bank, which was succeeded by the Bank of Tacoma. President Olson testified that he had received numerous visits paid to the bank by the city finance committee. He said the bank officials on each occasion asked for more information as to the condition of the bank to pay the city deposit it would break the bank, and further that it would be impossible for the institution to realize more than a small proportion of the deposit, even by a sacrifice of all its securities. City Treasurer McCauley brought in to court all the collateral turned in to the city by the bank, and was examined as to the original payees named in the separate documents for the purpose of showing that nearly all thereof were drawn in favor of the Tacoma Trust and Savings bank, and had not been assigned to the Bank of Tacoma. The case will be closed, as far as taking testimony is concerned, tomorrow.

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The Fort Townsend Reunion. Fort Townsend, Sept. 6.—Special.—The veterans' reunion at Fort Townsend closed last night, and today the old soldiers and sailors and their families dispersed to their homes. The reunion was in every way a great success, so much so, that a reunion association was "yesterday" formed, for the purpose of holding a similar meeting every year, and resolutions were adopted looking toward securing Fort Townsend from the government for a permanent encampment. The last evening in camp was occupied with patriotic addresses and music, followed by dancing. The principal speaker of the evening was Charles F. Fishback, of Seattle. Mayor Phelps and Maj. W. S. Harlan, of Seattle, and Col. L. S. Howlett, of North Yakima, occupied seats on the platform.

The reports of the official government investigations of baking powders show the Boy to be stronger and purer than any other.

The Corpse in the Woods.

Tacoma, Sept. 6.—Special.—Justice J. L. McMurray, acting coroner, and Undertaker Blaxter today went to the place near a farm where the body of a woman was found yesterday by three surveyors. The body was proven to be that of Christine Esesky, the insane woman who escaped from the asylum on July 2. This is in accord with the theory of the Post-Intelligencer correspondent published in yesterday's Post-Intelligencer. The body was found in a dense growth of timber, where she must have climbed over logs and traveled through bushes six feet high in order to reach the place where the body was found, and a giant fir tree standing near by will be blazed for a headstone.

Prisoners Escape From McNeil's Island.

Tacoma, Sept. 6.—Frank C. Pomeroy, of Linton, Or., and John Boyd escaped from the McNeil's Island penitentiary last Friday night by kicking off a board on the rear side of a shed in which they were storing provisions while a guard was watching the door. They are still at liberty. Pomeroy is one of the most desperate criminals in the Northwest, and in May last attempted to secure tools and guns and let all the prisoners out of the Pierce county jail. He was sentenced to two years for larceny at Camas. Boyd came from Eastern Washington.

A Victorian Killed While Hunting.

Victoria, Sept. 6.—Thomas Williams and William Routree went hunting deer at the foot of the mountain, and the latter was killed and a deer came between them. Routree fired, missed the deer, and hit Williams in the shoulder, inflicting a wound from which he died in ten minutes. Williams had lived here many years, was 55 years old, and highly respected. He leaves a family.

French-Canadian Visitors at Vancouver.

Vancouver, B. C., Sept. 6.—Hon. J. A. Chabouss, lieutenant governor of Quebec, arrived today on a pleasure tour. His trip has no political significance, and he is here to talk politics. Among the party are Hon. Joseph Royal, lieutenant governor of Northwest Territory, and M. A. De Kozinski, consul general for Canada in Canada. This evening the city council presented an address to Mr. Royal.

Train Wreck on the O. R. & N. C.

Uniontown, O., Sept. 6.—A wreck occurred at the O. R. & N. depot this morning in which Engineer Jack Thatcher had one leg broken and was otherwise seriously injured, and brakeman Joe Richardson was frightfully cut about the face and head and probably sustained a fracture of one ankle. The train ran into an open switch and collided with a flat car.

Embezzler Prevost Arraigned.

Victoria, Sept. 6.—J. C. Prevost was arraigned in the police court this morning on two counts of embezzlement from the province. The first alleges theft of \$2,200, the second \$1,500. The case was adjourned until Tuesday. There will be several other charges.

For nearly a half century Dr. Price's Baking Powder has ranked foremost.

Jim Lotan and Sold Back Sentenced. Portland, Sept. 6.—Judge Belzore today sentenced ex-collector of Customs James Lotan and Sold Back, convicted last December of conspiracy to illegally land Chinese, to the penitentiary for a term of one year. Lotan was fined \$1,000, and Sold Back a fine of \$2,000.

The State Board of Equalization.

Olympia, Sept. 6.—Special.—The state board of equalization today held its September session. It has been fixed as the date of the hearing of representatives of railroads regarding the assessments.

Which is worse, imprisonment for life or a life-long disease, like scrofula, for example? The former, certainly, would be preferable were it not that Mrs. Sara's scrofula can always come to the rescue and give the poor sufferer health, strength, and happiness.

Full detailed bulletins of progress of the case will be published in front of Post-Intelligencer business offices today.

Mrs. Rose Davis will open her dressmaking parlors, 26 Washington building, Monday, September 2.

Bar 4 concert tonight in front of Post-Intelligencer offices.

Fresh ranch eggs, per dozen 12 cents. Cooper & Levy.

See the alligator, Snake "La Florida," James West, gunsmith, 114 Yesler avenue. For cigarettes are the best.

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The Girl Was Slender and Undeveloped and the Prisoner Could Easily Have Carried the Body Up the Stairs—A Dressmaker's Dummy Resembling the Girl Used in Presenting the Evidence.

San Francisco, Sept. 6.—A fresh stage in the Durrant murder case was reached today—a stage that was thrilling in its horror and kept the crowded court room almost gasping with interest. The story of the finding of Blanche Lamont's clothes that were hidden away among the rafters of Emanuel church belfry was told on the witness stand by the man who found them, and as each torn, ragged bit of cloth was shown, the crowd was just with excitement. There was just one man in all that crowd who seemed to feel no interest in the garments. This was the man who, of all others, might have been expected to shudder and cover his eyes when the clothes were exposed—the man who wore those garments when she was last seen alive.

The introduction of the girl's clothes was rather startling, almost theatrical. It happened soon after the noon recess. A man bearing a burden pushed through the crowd into the court room. No one could see exactly what he held in his arms, but as each torn, ragged bit of cloth was shown, the crowd was just with excitement. There was just one man in all that crowd who seemed to feel no interest in the garments. This was the man who, of all others, might have been expected to shudder and cover his eyes when the clothes were exposed—the man who wore those garments when she was last seen alive.

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murdered. Policeman Reihl, who accompanied Detective Gibson to Emanuel church on the day Blanche Lamont's body was discovered, testified to the condition of the corpse and to the presence of blood on the floor near the girls' head, on the belfry stairs and on the floor where it had dripped from the steps. He stated that

the thick dust on the floor of the belfry marked footprints, but there was no evidence of a struggle there, the inference being developed by the defense that the murder was committed downstairs and the body carried to the tower. The defense will try to show that one man could not have borne this burden unaided. The prosecution will try to prove that Blanche weighed only 110 pounds, and to the excited imagination of the attendants on the Durrant trial—it is a trial that sets the dullest nerve on edge—the poor figure seemed like an accusing presence. Men and women shuddered as they looked at it. It made Blanche Lamont, who under the fust and technicalities of the trial has seemed more like an abstraction, one of the body when found in Emanuel church, which are Theodore Durrant's life, appear as a young girl who really lived, and whose bright young life had been cut short by a fiend. Probably nothing in the trial has done so much to revive the thrill of horror that swept over the country when it was first known that a young girl had been outraged and murdered.

Durrant, like everybody else in the courtroom, watched the stiff, pathetic girl figure by the witness stand, but his own heart was not on it long. It must have reminded him very strongly of the girl he was with on the 31 of April. She wore that dress again, according to his own story, he carried her to school in the morning, and she wore it, according to

the testimony of the prosecution's witnesses, when she walked with him again in the afternoon to her death. It did not hold his attention long. Some ladies, friends of the prisoner, had come into court, and sat beside the prisoner and his parents. His polite duty to pay them the ordinary courtesies, as if this had been a reception table, he carried out. Instead of a trial for his life, took his attention from the figure on the platform. He chatted amiably with his mother and with Mrs. Rose Davis, who is one of the religious ladies who have faith in Durrant's innocence. The women laughed and chatted with him, apparently very much pleased that the gruesome surroundings have not made their favorite gloomy. The little family party remained while the murdered

THE DEFENDER AND VALKYRIO

The Defender and Valkyrio Ready for the Contest.

THE RESULT IS IN MUCH DOUBT.

They Are the Two Fastest Sailing Vessels That Ever Floated.

The Post-Intelligencer Will Display Bulletins of the Race—The Valkyrio Allows the Defender Less Than Thirty Seconds—Great Crowds in New York—A Brisk Wind Promised.

The Pacific Postal Telegraph Company's bulletins of today's yacht race will be posted by the Post-Intelligencer in front of its office, commencing about 9 o'clock this morning. The steamers Mackay-Bennett will follow the racers, paying out a cable as the yachts go to sea, and reeling it in as they return. A telegraph operator on board the steamer will send the news promptly to shore, whence it will be dispatched to the utmost parts of the earth. Seattle will receive bulletins as complete as those sent to London; indeed, the same bulletins will be posted simultaneously by the London Times and the Seattle Post-Intelligencer, though they will be read by the great crowds here in the morning and in London in the afternoon.

All persons interested are invited to read the Post-Intelligencer's bulletins today. In the evening there will be a grand band concert, under the harvest moon, in front of the Post-Intelligencer office, and tomorrow morning's Post-Intelligencer will contain a complete and graphic account of the races. May the Defender win!

HISTORY OF THE YACHT RACES

Since 1851, When the America Brought Back the Much-Prized Cup.

New York, Sept. 6.—The tale of the America's cup has been many times told, but it never loses interest. It was during the year 1851 that the schooner yacht America went to Europe and won the cup which has ever since borne the name of that vessel. The sea built the best yacht ever conceived by Commodore John C. Stevens, of the New York Yacht Club, and a syndicate was formed to build the boat, and in it with the commodore were Hamilton, Wilkes, George L. Schuyler, James Hamilton and J. B. Finley. While the vessel was in course of construction—in March, 1851—the Royal Yacht Squadron, of Great Britain, sent a challenge to Commodore Stevens, offering hospitalities to the New Yorkers and indicating that the Yankees could find all the racing they wanted if they had the nerve to bring their boat across the water. The nerve was not lacking, and the yacht, which had been named America, was sent to Europe in the early part of July, 1851, for Cowes, England, commanded by Dick Brown, a famous Sandy Hook pilot. When the America first appeared before the gaze of Englishmen she created a great surprise. Nothing like her had ever been seen before, and it quickly became known that the new arrival was a racer. This was the year of the Crystal Palace world's fair, and an international regatta was arranged as a part of the exhibition.

The regatta took place on August 22, and the prize was the Royal Squadron cup, worth 100 guineas. The course was from Cowes around the Isle of Wight, without the need of a windward mark. There were fourteen competitors, several of them being of greater tonnage than herself. These were the Duke of Marlborough's schooner, the Royal Yacht Squadron's schooner, the schooner Constance, 218 tons; Mr. J. Wills' cutter Alarm, 128 tons; Mr. W. H. Eckers' three-masted schooner Brillant, 120 tons. The America weighed 120 tons. The regatta created a great enthusiasm. Queen Victoria and the prince consort shared in the excitement, and went to Cowes to witness the event. When the America beat the ships of England's racers the competitors were completely crestfallen and utterly surprised. The America afterward sailed in a match with the schooner "Thetis" in a strong breeze, and beat her by more than an hour. Commodore Stevens could not induce anybody else to meet him, and he finally sailed the yacht to New York in the early part of August. The regatta was a great success, and the yacht was finally converted into a blockade runner. While in this business she was scuttled. After the war the United States government raised her and made a school ship of her for the cadets at Annapolis. When the Cambria challenged for the cup in 1870 the navy department fitted the yacht out for competition, but she finished no better than fourth. The old boat finally passed into the hands of Gen. B. F. Butler, of Massachusetts, and is still owned by the late general's son.

In 1872 Messrs. Stevens and Wilkes, who alone survived of the syndicate that built the America, presented the cup won in 1851 to the New York Yacht Club, in whose hands it has since remained as a trophy for which any country may challenge.

It was not until 1870, however, that a challenge was received. The captain from James Ashbury, of the Royal Thames Yacht Club, the owner of the schooner "Cambria," the race came off in New York harbor August 8. A grand fleet of vessels entered for the race, and great enthusiasm prevailed. The Magic was first away on the course, and she led over the entire course. Mr. Ashbury was unduly provoked by his defeat, however, and challenged the next year with a new boat, the Livonia. Ashbury finally consented to a match of seven races, the first day the Columbia was chosen to sail, and the British yacht was never in it. On the second day the Columbia was again poked, but on the third day the Livonia won by 15 minutes and 10 seconds. Two more races were carried out, the Sanpho being the American representative and the winner of both. The last or seventh race was carried off by a majority of seven, for the New York boat.

A lapse of four years took place before the cup was next raced for. In 1875, the centennial year, Mal Charles Gifford, yacht commodore of the Royal Canadian Yacht Club, headed a syndicate which built the schooner Commodore Duff on Belleville, Ont., and sent her, after having obtained a promise from the New York Yacht Club that they would offer her a defender in an American yacht, to race against the Commodore Voorhis schooner Madeline, which was the defender. Only two races were necessary. The Madeline won both, with a victory of 15 minutes and 10 seconds. The Canadians made another attempt to capture the cup in 1881, when the Bay of Quinte Yacht Club of Belleville challenged with a centerboard sloop called "Bay." The Atlanta, which was built and sailed by Capt. Cuthbert, the Mitchell, owned by J. P. Rusk, was selected to meet her and on November 2 she defeated the Atlanta by 25 minutes 10 seconds.

It was in 1885 that Sir Richard Sutton's cutter Geneva, designed by J. Beaver, gave our yachtsmen a scare, but that very fast vessel met one a little faster and the cup was still safe. It was in 1885 that she came over from England and met the Puritan, a Boston boat. Meantime the iron-hulled schooner Commodore Duff was laid out by A. Cary Smith, the popular New York designer, and the new boat went in the trial races with the Puritan and Belmont, the latter being an out-and-out cutter from designs by John Harvey, an out-cutter from England. The Puritan and Priscilla were the largest sloops that had ever been built in Amer-

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