THE CUP REMAINS.

Continued From First Page.

class, for the latter, were the sponsors. There were few accidents in this great flotilla. But in the run home the Mayflower went ashore off Sandy Hook point. Late tonight a tug was by her side, waiting to get her off. Besides the yacht, all the excursion boats, some of the Sound steamers and every available tug and float in the port had joined the fleet. Many of the big boats were crowded to the rail and were dressed in that holiday attire which signifies a great event and great rejoicing.

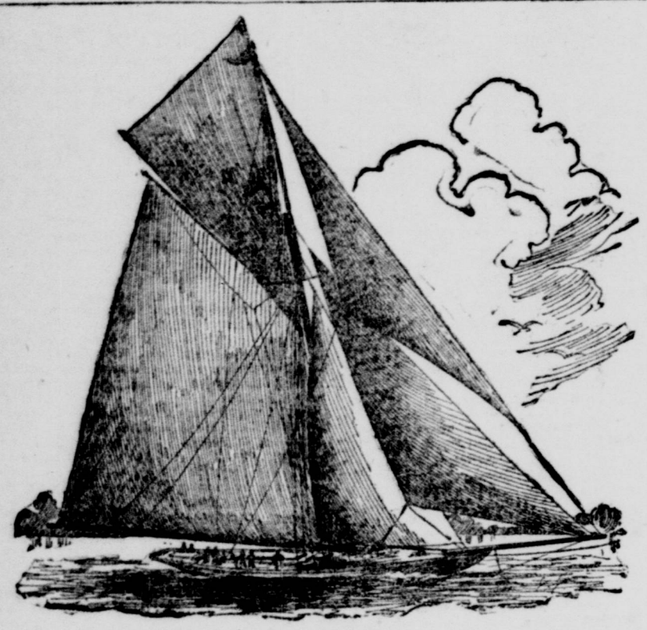
The Cost of the Races.

It is estimated by the syndicate owners of the Defender, C. Oliver Iselin, E. D. Morgan and W. K. Vanderbilt, that their expenses in connection with the present races for the America's cup will amount to not less than $240,000. Hardly less than this amount will be expended by Lord Dunraven in the same good cause, and it is impossible to estimate what it cost the 50,000 people who occupied the steamers in viewing the contest today.

THE STORY OF THE RACE.

Decisive Proof of the Superiority of the American Boat.

New York, Sept. 7.—The first of the 1895 races for the America's cup, which was sailed today over a course of fifteen miles to windward and return, between the English challenger Valkyrie III. and the American defender of that name, was won fairly and squarely by the Defender, but it did look for a considerable period in the early part of the race as though the English boat was the better and would cross the finishing line first. Never in the history of races for the cup has the foreign boat showed to such a great advantage as did the Valkyrie today. She got over the line first and for a long time pointed higher and outfooted the American boat. Many were the tears shed by the Yankee sharps who had counted on three straight victories for the Defender when they saw the Britisher, even when well pitched up in the wind and sailing probably from a half point to a point higher than the Defender, still going through the water faster ahead.



VALKYRIE III.

Good Seamanship of the Americans.

The first surprise of the day was in the position that the Defender showed on crossing the line. Very strange to say she was a little bit windward of the English boat; behind, it is true, by four seconds, but still windward. There had been so much said about the superior skippership of Capt. Sycamore that it was feared by thousands of Americans who witnessed the scene, that the Defender would not be only behind at the start, but that she would be so thoroughly blanketed that she would never have a show in the whole race. But while the Englishman did get over the line first by about half a length, the Yankee was on top of him instead of being below or underneath his wind. There was very pretty maneuvering for position above the line, which was formed between the regatta committee's boat and another just off Seabright, N. J.

Didn't Start From Sandy Hook.

It had been the intention of the committee to start the boats from the Sandy Hook lightship, but when the committee got to the lightship they found that the wind was blowing from east by south, and they, having discretion in the matter, decided to make the opening of the race at a point well in under the New Jersey shore, where there was promise of more wind and a more desirable beat dead out to windward. So they notified the racers by signal that they would carry out that purpose, and the yachts and the prodigious fleet of onlookers picked up their traps and headed for the New Jersey coast. It was 11:55 before the committee hoisted the signal that the course outward would be east by south. According to the sailing regulation of the regatta committee of the New York Yacht Club, under whose immediate supervision the race was sailed, fifteen minutes had to be allowed to the racers to find out what the course would be by compass before the preparatory signal was given. Therefore it was 12:10 when the preparatory gun was fired. Immediately the yachts, with club topsails, forestaysails and jibs set, began to jockey for the most favorable position. They made no short tacks in this business, and when it came near the expiration of the ten minutes that they were allowed the yachts were to the westward and northward of the line, both heading for it. The Valkyrie was ahead, and it seemed as though she was trying to force the Defender, which was to windward, to close up against the committee boat, so that the latter would have to make a tack before crossing. The Valkyrie was constantly pinched high up in the wind, but the Defender was almost, if not nearly, as close. Yet the Defender refused to be driven out of her course, and with an extra pull on her main sheet, she was enabled to follow the Valkyrie until the course was begun, and also to maintain her weather position.

The skippers had done their timing very well and it was only 46 seconds after the starting gun was fired at 12:20 that the Valkyrie crossed the line. As said before, the Defender, on her opponent's weather quarter, was only four seconds later. As they went over the Valkyrie shook out of the stays a baby jib topsail. The Defender people were not satisfied with so small a sail, and spread a No. 2. The wind was then blowing about five miles an hour. There was something of a swell on the sea, but the water could not be called rough by any means.

The Valkyrie Takes the Lead.

The weather conditions at the time were pretty nearly those that have been described as most fitting for the Valkyrie. The challenger slipped through the water beautifully, throwing some spray from her bows, it is true, but surely sliding ahead of the Defender. The latter was held very high up, but for several minutes was both outfooted and outpointed. It was now the time when birth was given to apprehension of the Yankees. The Valkyrie, it was seen, was doing the faster work, and as she slipped past the Defender the chaps who had been betting on the Defender to win the match came nearly to an opinion that their money was gone. Even the most enthusiastic admirers of the Defender and Capt. Haff, such as, for instance, Capt. Harry Denny, of the tug Fred B. Dalzell, who has been to sea in pilot boats and steamers for nearly forty years, remarked: "We will be done up today, sure; that Valkyrie is a marvel in this kind of going."

Both Yachts Admirably Handled.

Both yachts were handled in the most admirable manner, and it cannot be said the sails on the Briton, much as has been said about them, set a whit better than those of the American boat. In fact, it may be said no flaw could be seen in any bit of cloth on either boat. The impression which some have that Ratsey was the only perfect canvas cutter in the world was dispelled when the Defender spread her sails.

The yachts stood on this starboard tack until 12:39, when the Defender was first to go about. As soon as she saw this move the Valkyrie did the same. The Valkyrie continued to gain more advantage, and the Defender was held up very close to the wind, and by so doing became blanketed. When Capt. Haff saw the trouble he was getting into, he at 12:47 eased his ship off and gave her the good full that her friends had been hoping to see for many minutes. As soon as the Defender was eased off she began to increase her speed. She caught up on the Valkyrie not a little, but of course she was going further to leeward than the Valkyrie, and her apparent gain was less in reality than it looked to be. When the Valkyrie saw the Defender ease off she did the same thing, not to such a great extent, and maintained her lead.

The Breeze Freshens.

Now the breeze freshened to about seven miles an hour. The Valkyrie, on feeling the breeze, again stood up high against it, while the full rap of the Defender was continued. Here the Defender, with her sails full of wind, went ahead very fast, but she was not better than an eighth of a mile to leeward. It was a beautiful race up to this point, but it was not a pleasant one for the patriots to gaze upon, for the Valkyrie was surely in the lead. On this tack the vessels encountered seas from the southeast, and neither one took them better than the other. They both pounded a good deal. The Valkyrie was the first to come about. She came around to starboard at 1:12, and the Defender followed her at once. The Defender was still an eighth of a mile away, on the Valkyrie's weather quarter. On this tack there was an effort to get in some windward advantage by the Defender, and she was pinched very much. But the Valkyrie held her ground, and the Defender could get no nearer to her.

The Valkyrie's Mistake.

At 1:48 the Valkyrie, evidently believing that she could cross the Defender's bow if the latter would split tacks with her, came about. The challenger was, however, unable to weather the Defender, and when she passed under the American's stern there was a shrieking by the steam yachts and excursion boats in attendance that will never be forgotten by those who heard it. The Valkyrie, on finding that she had not yet gained enough to weather the Defender, came back again to the starboard tack, after one minute on the port. As she did so the Defender came about to port. It was now the Valkyrie's turn to refuse a splitting of tacks, and she followed the Defender's lead in going about to port. At 2 o'clock the contestants began a long reach to starboard.

The Defender Overhauls Her Rival.

During this tack the wind hauled gradually to east southeast by east, and finally to southeast. The breeze stiffened, too, up to about eight miles an hour, and with that increase the Defender began to overhaul the enemy. She pricked her rival up with a burst of speed that was as remarkable as it was delightful to the inhabitants of the floating city that was looking on. So easily did she overhaul the challenger that more than one observer remarked to his neighbor something to the effect that old Hank Haff had only been jollying his competitor all the time.

The Defender Ahead.

It was 2:55 when the Defender was on even terms with the Valkyrie. Then she gradually forged ahead, and at 3:20 it was estimated that the Yankee boat was four lengths ahead and well to windward at that. The Defender was first to come around to starboard and head for the outer mark. This was at 3:25. It looked just then as though the Defender was a quarter of a mile to the good. When the Valkyrie came about, 15 seconds later, she was well away on the Defender's lee quarter. This breeze continued to blow at about eight miles an hour from the southeast, and they came along at a pretty lively gait to round the buoy and square away for home. As may be seen by the table below, the Defender passed first by 2 minutes and 23 seconds, a gain of 3 minutes and 27 seconds from the time of the start.

THE AMERICA'S CUP.

On going around they eased off sheets on the starboard side, set balloon jib topsails and started for the finish. The Valkyrie took in her jib and staysails, while the Defender hauled down only her jib. Before long, however, the Valkyrie, seeing that the Defender's staysail was drawing well, reset hers. The few champions of the Valkyrie, who were left said their boat would overhaul the Defender on this broad reach home. But she did not. The same sails were held in both ships all the way to the finish, while the wind gradually dropped to its original strength of about five miles an hour. In all the reach the Defender continuously increased her lead over the Valkyrie, and finished 8 minutes and 49 seconds ahead.

Defender Gains in Light Wind.

It was, taken altogether, especially the concluding part of it, after so much had been said about the Valkyrie's great powers in light weather, one of the most interesting races that ever took place. The only thing to mar the day's pleasure was the action of the excursion boats, notably the Richard Peck and the City of Lowell, on going too close to windward of the racing yachts. Perhaps the blanketing of these steamers had little or no effect on the result, but they showed very bad taste in hanging to the contestants in such an important event, and their passengers could have seen the race just as well if the steamers had remained a quarter of a mile further away.

Greeting the Victor.

When the Defender crossed the finish line she was greeted by cannons, whistles, tin horns and the waving of handkerchiefs to an extent that entirely fitted the victory of a yacht which all agree was the fastest machine for her purpose that the world ever saw.

The Time.

The official time table is as follows:

	Defender.	Valkyrie.
	P. M.	P. M.
Start	12:20:50	12:20:46
Outer mark	3:36:29	3:39:52
Finish	5:21:14	5:29:30
	H.M.S.	H.M.S.
Elapsed time	5:00:24	5:08:44
Corrected time	4:39:55	5:08:44

The Valkyrie allows the Defender 29 seconds.

CROWDS CHEER THE VICTORY.

Seattle People Rejoice at the American Yacht's Success.

The excitement in this city over the race was at fever heat. The bulletin board at the Post-Intelligencer office drew such a crowd that the street was packed during the forenoon, and when the bulletin was posted stating that the Defender had caught and passed the Britisher a deafening shout went up from the patriotic Americans on the street and sidewalk. This was followed by such expressions as "I told you so" and "Johnny Bull isn't in it."

Among the crowd could be seen a number of local yachtsmen, who were of course highly pleased at the outcome. They argued that if the Defender can beat the Valkyrie nearly eight minutes in a light wind, she can beat her easily in a strong blow. They base their opinion entirely on the reports sent out from New York during the preliminary spins of the racers.

A number of the English residents of the city were positive that the Valkyrie would show her heels to the syndicate boat, and backed their belief with money. They had no trouble in finding takers, and after the decision had been made known they exhibited that "tired feeling."

Both telegraph companies gave out bulletins of the race. The Postal Telegraph Company had a cable steamer moored eight miles out at sea, and during part of the race had a decided advantage over the Western Union, but after all it was a Western Union message that gave the decisive news, "The Defender wins," that set the eager multitude here cheering, then laughing and shaking hands. Both companies handled the news splendidly, both in Seattle and at the other end. The people in Cherry street knew the result a minute or two later than those who stood in Park Row, New York, although the clock in New York then indicated 5:25 o'clock and in Seattle three hours earlier. The Western Union bulletins were shorter than the Postal's, and both were accurate.

LITTLE INTEREST IN LONDON.

Englishmen Evidently Knew the Valkyrie Would Be Beaten.

London, Sept. 7.—Crowds consisting principally of Americans gathered around the "tickers" at the various hotels, restaurants and offices and watched the reports of the yacht race. The Americans were greatly depressed at the early reports, which showed that the Valkyrie crossed the line first and was leading in the race. This occasioned much gratification to the English contingent, but the spirits of Americans rose rapidly when later advices announced the Defender to be the winner. In reality little interest in the result was noticeable on the streets on the city, only one paper issuing an extra for the purpose of announcing the defeat of the Valkyrie.

In the course of an article on the international yacht race the Pall Mall Gazette this afternoon says that there is less interest in the race than in any the Earl of Dunraven has tried for the America's cup, but, despite any rash or unfair criticism which may have been uttered in the excitement of the moment, these competitions tend to unite the two nations more closely. The love of sport for sport's sake is characteristic of the Americans as well as of the English. All gratitude is due to the Earl of Dunraven, as should he be beaten again it would be another incentive to him and to others to try again.

T. P. O'Connor's Sun in its issue today says that over the claims of Americans to be ranked as sportsmen of the purest water there hangs a cloud. It is only necessary, the Sun adds, to glance over their methods to be satisfied that they are most dangerous opponents.

PORTLAND ATHLETIC GAMES.

Several Pacific Northwest Records Broken—The Attendance Large.

Portland, Sept. 7.—The fall meeting of the Portland Amateur Athletic Club today was well attended. Some dissatisfaction was expressed over the slowness of the management in pulling off events. Several new Pacific Northwest amateur records were established. Following is a summary of the events:

One mile bicycle, paced, class A—E. G. White, Multnomah, won; J. C. Morgan, Multnomah, second. Time, 2:13 3-5.

One mile, flying start, class B, paced—John F. Staver, Multnomah, started against time, making it in 2:06.

Two mile bicycle race, paced, class B—J. M. Campbell, Spokane, was the only starter, making it in 4:45 2-5.

100 yard dash, novice—Eli Lee, Portland, won; L. F. Thebau, Portland, second. Time, :11 1-5.

Throwing fifty-six-pound weight—Edward Flannagan, Tacoma, won; A. L. Stephens, Multnomah, second. Distance, 22 feet 9½ inches.

100 yard dash—A. L. Fuller, Multnomah, won; Mell Gray, Multnomah, second. Time, :10 1-5.

Putting sixteen-pound shot—A. L. Stephens won, E. Flannagan, second. Distance, 35 feet 9 inches.

440 yard run—H. J. Rosenberg, Multnomah, won; R. S. Farrell, Multnomah, second. Time, :54 1-5.

Running high jump—Bert Kerrigan, Multnomah, won; F. E. Watkins, Multnomah, second. Height, 5 feet 4 inches.

One mile run—C. F. Curtis, Tacoma, won; E. R. Brayson, University of Oregon, second. Time, 5:01.

Pole vault—M. C. Brown, Multnomah, won; Bert Kerrigan, second. Ten feet 1 inch.

220 yard dash—F. B. Coyne, Multnomah, won; F. J. Brazee, Multnomah, second. Time, :24 2-5.

Running broad jump—J. E. Barrager, Tacoma, won; Bert Kerrigan, second. Nineteen feet 9 inches.

880 yard run—E. R. Brayson, won; Louis Parson, Tacoma, second. Time, 2:15 1-5.

Throwing sixteen-pound hammer—Edward Flannagan won, A. L. Stephens second. One hundred and three feet 8 inches.

BASEBALL.

National League Games.

Pittsburg, Sept. 7.—First game: Pittsburg, 5; base hits, 6; errors, 3; Washington, 2; base hits, 5; errors, 5.

Batteries—Foreman and Merritt; Mercer and McGuire.

Second game: Pittsburg, 5; base hits, 8; errors, 1; Washington, 4; base hits 8; errors, 1.

Batteries—Gardner and Merritt; Gilroy and McGuire.

Boston, Sept. 7.—St. Louis, 4; base hits, 7; errors, 2; Boston, 3; base hits, 7; errors, 2.

Batteries—McDougall and Peitz; Sullivan and Ganzel.

Philadelphia, Sept. 7.—Morning game: Philadelphia, 9; base hits, 16; errors, 2; Louisville, 2; base hits, 7; errors, 3.

Batteries—Orth and Clements; Cunningham and Warner.

Afternoon game: Philadelphia, 13; base hits, 19; errors, 3; Louisville, 5; base hits, 7; errors, 7.

Batteries—Lucid and Clements; McDermott, Gettinger, Holmes and Warner.

Brooklyn, Sept. 7.—Brooklyn, 7; base hits, 13; errors, 8; Cincinnati, 8; base hits, 8; errors, 0.

Batteries—Kennedy and Grim; Parrott and Vaughn.

Baltimore, Sept. 7.—Baltimore, 8; base hits, 9; errors, 4; Cleveland, 4; base hits, 10; errors, 3.

Batteries—McMahon and Robinson; Cuppy and Zimmer.

New York, Sept. 7.—The game between New York and Chicago postponed on account of rain.

Following is the standing of the National League clubs:

	Played.	Won.	P. C.
Baltimore	109	71	651
Cleveland	117	74	632
Philadelphia	112	67	598
Brooklyn	112	63	562
Boston	110	61	554
Cincinnati	111	59	536
New York	113	60	535
Pittsburg	117	62	530
Chicago	113	58	513
Washington	107	34	318
St. Louis	113	35	310
Louisville	113	29	257

Baseball Game at Tacoma.

Tacoma, Sept. 7.—Special.—The lean baseball "fans" of the Tacoma Athletic Club defeated the fat "fans" of the club at the Eleventh street grounds today by a score of 19 to 18 in a ten-inning game. A small but highly enthusiastic crowd was present.

Baseball Game at Spokane.

Spokane, Sept. 7.—A crowd of nearly 1,000 saw a spirited game of baseball today between the Portlands and Spokanes. The Portland club won by a score of 7 to 6. The concluding game of the series will be played tomorrow.

SPORTING NOTES.

At the Louisville races Saturday the winners were: Six and a half furlongs, Laureate, 1:22; seven furlongs, Eliz, 1:29¾; mile and a sixteenth, Judith, 1:40¼; five furlongs, Serena, 1:03¾; seven furlongs, Tough Timber, 1:28½.

At the St. Louis races Saturday the winners were: One mile, Geraldine, 1:43; five furlongs, Sir Single, 1:09; seven furlongs, Linday, 1:36¼; one mile, Rapier, 1:52; five furlongs, Faugh, 1:08¼; six and a half furlongs, Connell, 1:28¼.

At the Coney Island races Saturday the winners were: Futurity course, Kamsin, 1:11 2-5; six furlongs, Discount, 1:14; autumn stakes, futurity course, Crescendo, 1:10; Omnium handicap, one mile and an eighth, Clifford, 1:53 1-5; mile and three furlongs, Leonawell, 2:22; mile and one-sixteenth on turf, Lookout, 1:48.

At the Sacramento races Saturday the winners were: Six furlongs, selling, purse $400, for 3-year-olds and upward, Inkerman, 1:15¼; Native Sons' handicap, one and one-eighth miles, for 3-year-olds and upward, Installator, 1:53¼; Del Mar stakes, one mile, 3-year-olds and upward, Vinctor, 1:40; California annual stake for 2-year-olds, six furlongs, Instigator, 1:17½; six furlongs, selling, purse $400, for 3-year-olds and upward, Bernardo, 1:14½.

Hollow Horn Bear Insulted.

Minneapolis, Sept. 7.—A special to the Tribune from Chamberlain, S. D., says: The Sioux at the Rosebud agency, under the leadership of Hollow Horn Bear, a powerful and influential chief, have warned Indian Agent Wright and the employes to vacate the agency within twenty-one days, and threaten to burn the agency building. The determination on the part of the Indian agency to reduce the rates paid the Indians for hauling freight from Valentine, Neb., to the agency is the cause of the trouble. Although a trivial matter in the eyes of the white people, the Indians took mortal offense, and runners sent to distant camps brought into the agency about 1,300 angry and excited Indians. Finally the agent attempted to appease the wrath of the Indians by consenting to compromise on the reduction. The Indians were not satisfied, and further trouble is apprehended. Crow Dog, the slayer years ago of Spotted Tail, has been lodged in the agency jail for the part he took in the present difficulty. Fort Niobrara is the nearest post, but the troops are absent on their regular summer field vacation. Messages from Valentine state that settlers adjacent to the reservation are becoming uneasy.

To Keep Out the Cholera.

Washington City, Sept. 7.—The treasury department today sent a circular to medical officers of the marine hospital service, consular officers, collectors of customs, state and local quarantine officers, steamship companies and others concerned, stating that on account of the officially reported prevalence of cholera in Japan and Honolulu, it is ordered "that all unlabeled baggage of steerage passengers, including hand baggage, and all labeled baggage of said passengers which, in the opinion of the quarantine officers, should be disinfected, shall be so treated as provided in the quarantine regulations before being unloaded." The regulation will also apply to any other baggage which the quarantine officer may suspect of being infected. Dr. Wyman, on whose recommendation the order was issued, telegraphed to the government officers at San Francisco and Port Townsend.

Henry Irving Arrives.

New York, Sept. 6.—The New York arrived at quarantine at midnight, bringing 400 cabin passengers, among whom are many distinguished people, including Sir Henry Irving and Miss Ellen Terry, Speaker Crisp, Senator Smith of New Jersey, and Senator Aldrich of Rhode Island.

New Great Northern Steamers.

Great Northern palatial steamers Northwest and Northland leave Duluth every Monday and Friday, touching at Sault Ste. Marie, Mackinac, Detroit, Cleveland and Buffalo. Be sure to get reservations on these magnificent steamers at 612 Front street.

See the alligator. Smoke "La Florida."

1st Regiment band at Leschi Park today.

About the middle of next month it will be time for spectators of the political performance to engage seats to witness the New York Republicans as they try to release themselves from T. C. Platt's celebrated half-Nelson grip.—Chicago Record.

I Can't Sleep

Is the complaint of many at this season. The reason is found in the fact that the nerves are weak and the body in a feverish and unhealthy condition. The nerves may be restored by Hood's Sarsaparilla, which feeds them upon pure blood, and this medicine will also create an appetite, and tone up the system and thus give sweet refreshing sleep and vigorous health.

Hood's Sarsaparilla

Is the only true blood purifier prominently in the public eye today. $1; six for $5.

Hood's Pills act harmoniously with Hood's Sarsaparilla. 25c.

$100 Reward, $100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of Testimonials. Address, F. J. CHENEY & CO., Toledo, O.
Sold by Druggists, 75c.

Neckwear. The New Styles.

See Our Window Display.

DIMOCK, BENNETT & CO.
Agents for Miller Hats,
No. 708 Front St.

—AT—
NEWHALL'S
Cor. Second and Madison.

Opening Display of Novelties.

1895-FALL SEASON-1895

On Tomorrow, Monday, Sept. 9.

American Goods For Americans.

I beg to announce my opening display of novelties for the fall season of 1895 on tomorrow, Monday, September 9.

I take special pride and pleasure in stating that, after a careful comparison of the fall styles and values shown by both American and European manufacturers my buyers unhesitatingly selected the products of American looms, with the exceptions of Laces, Linen Goods and High Novelties in Dress Fabrics and Silks, solely because of their superior merits as to price, beauty of design and intrinsic value.

Selected by experienced judgment, I now present my importations for this season, which embrace every known fashionable fabric and which with a few exceptions are produced within the borders of our own country.

Not to mention the superiority of American yachts—ooot and shoe merchants acknowledge the superiority of American made boots and shoes; carpet merchants maintain the supremacy of American made carpets; mechanics vouch for the excellence of American made tools, and it gives me infinite pleasure to present tangible proofs of the superiority and cheapness of American fabrics.

I shall deem it a favor if the ladies of this state will compare them critically, qualities, styles and especially prices, with the much lauded and so-called superior products of French manufacturers.

Ladies may rely upon finding upon my counters every novelty presented by any first-class dry goods store in this country, and especial attention is respectfully directed to the prices.

The following departments are now complete in every detail:

Dress Goods Department.

Novelty Jacquard weaves, Matalasse weaves, Boucle effects, Bourette effects, Creponettes, Cravenettes, "Rough and Ready" weaves, Knotty weaves, wool and raw silk novelties, silk and worsted novelties, Mohair effects, Cheviotine serges, Henriettas, Serges, Diagonals, Astrakan novelties, etc., both black and colored—in fact every novelty approved and adopted by fashion.

Silk Department.

My silk department is unusually complete and presents a magnificent array of Fancy Jacquard weaves in novelty silks for this season.

Notion Department.

Every fashionable novelty in Dress Trimmings, Jet Passementerie and iridescent effects in garnitures, headings, fronts, etc., jet points to match. Ladies' Handkerchiefs, Ribbons, Belts, Buckles, sterling and imitation novelties, side combs, hair ornaments, etc., etc., in large variety.

Laces.

Never before could the ladies of Seattle select from such a thorough and well selected collection of everything new in Laces, Bourdon Laces, Point de Venise, Point d'Ireland, Chantilly, Point d'Esprit and Spanish Laces at such exceedingly low prices.

Wool Yarns.

Germantown, German knitting, Spanish and Saxony yarns in all shades, at the new tariff prices—enough yarns to supply the entire male population with sox and the ladies with fascinators and fancy shawls. The popular "Shepherd's Pride" brand.

Fall Skirts.

A complete stock of fall Skirts, in cloth, felt, black satine, black satin and black and fancy silks.

Underwear and Hosiery Department.

Wool and Cashmere Underwear and Hosiery, fleece lined underwear.

Fancy Wool Shawls, Fascinators, Hoods, Knit Skirts, in fact, everything necessary for fall wear.

Fur Capes.

Having placed my orders for Furs before prices advanced, my fur values in Capes cannot be duplicated on the Coast. Fur Capes at $7.50, $10, $15, $18, $20, $25, $30, $35, $40, $45 and $50 each.

Cloth Capes And Jackets.

Beaver Melton and also the new Boucle Cloaking Cloth, navy blue, black, brown and garnet, from $2.50 each to $25 each.

Domestic And Housekeeping Department.

Largest stock and best values procurable in Bleached and Cream Table Damasks, Napkins, Towels and Crashes. Table Damasks from 60 inches to 2½ yards wide. Napkins to match.

Complete lines of Art Linens, from 36 inches to 72 inches wide, also a choice variety of Stamped Linens, Hemstitched Lace Work in Doilies, Tray Cloths, Tea Cloths, all sizes. Lamp Mats and Doilies to match, ½ and 1 and 2 inch hems.

Lace Curtains.

A full line of Point d'Esprit Lace Curtains, also a full line of new patterns in Lace Curtains at 75c, $1, $1.25, $1.50, $2, $2.50, $3 and up to $15, a pair.

Table Covers And Draperies.

An immense assortment in New Tapestry Table Covers, 4-4, 6-4, 8-4 and 10-4, in Nenetean, Turkish and Florentine designs, Portiers in colors to match.

Silkolines, Swiss Draperies and Cretonnes in large variety in Dresden and Nenetean effects, at surprisingly low prices.

Blankets. Blankets.

California Blankets, Oregon Blankets, North Star Blankets, Falls of Schuylkill Blankets, both white and colored, at the exceedingly low prices caused by the new tariff law.

Positively the expense of furnishing a home was never before so small, a fact which appeals specially to young ladies.

Extension of Premises.

My new Cloak and Curtain display rooms are now open for business, and my premises now are the largest on the Pacific coast for the sale of Ladies' Goods exclusively, and possess the additional advantages of absolutely perfect light.

If you can not call write for samples.
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