THE SEATTLE POST-INTELLIGENCER.

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New Styles In Neckwear At W. P. Boyd's.

W. P. BOYD & CO.
Front Street, Pioneer Square.

See Boyd's New Fall Neckwear.

Special Sale Men's Fine Neckwear

All the Newest Things in....

BOWS,
CLUB TIES,
DE JOINVILLES,
FOUR-IN-HANDS,
TECKS and
FLOWING ENDS.

All at Popular Prices.

Natty, Nobby Neckwear At Boyd's.

Front Street, Pioneer Square.
W. P. BOYD & CO.

Correct Dressers Get Their Neckwear at Boyd's.

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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., Hemphill, Love & Co., J. W. Kahle, Guy Bros., Seattle Grocery Co., C. G. Sanborn, Seattle Trading Co.

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GREAT SPECIAL CASH DISCOUNT SALE
—OF—
Shoes, Slippers, Etc.
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707 Front St. L. A. TREEN & CO.'S

THE ONLY
Perfect Table Salt
"R. S. V. P."
Your Grocer Has It.

THE DEFENDER WINS.

Cup Committee Decides That the Valkyrie Fouled Her

AND AWARDS HER THE RACE.

Today the Third and Probably the Decis ve Test Will Be Made.

Englishmen Sore Over the Decision—At First There Was Talk of Not Finishing the Series, but Dunraven Shows Good Sense—The Defender Fully Repaired.

New York, Sept. 11.—The cup committee of the New York Yacht Club today sustained the protest of C. Oliver Iselin, on behalf of the Defender, regarding the foul claimed against the Valkyrie. The committee sent this letter to Mr. Iselin:

"We beg to acknowledge receipt of your letter of yesterday protesting the Valkyrie. We have given the matter our careful consideration, and believe the foul occurred through a miscalculation of the distance between the two yachts at a critical moment. From our observation, sustained by that of others who were in a good position to see, we find that the Valkyrie, in contravention of section 2 of racing rule 16, bore down upon the Defender and fouled her by the swing of her main boom when luffing to straighten her course. We also consider that the Defender allowed the Valkyrie sufficient room to windward to pass clear of the committee boat. Your protest is therefore sustained."

The following was today fastened upon the bulletin board of the New York Yacht Clubhouse:

"To the Members of the New York Yacht Club: Your committee beg to state that before arriving at a decision on the Defender's protest they endeavored to bring about a mutual agreement between the respective yachts to resail yesterday's race, but each preferred that the committee should pass judgment. Regatta Committee."

HOW DECISION WAS RECEIVED.

The English Very Sore, but Dunraven Will Finish the Series.

New York, Sept. 11.—The races of 1895 for the America's cup will remain in history as the most exciting that ever took place up to this date. Not that the capabilities of the boats have been so evenly matched as in some other races, such as the second race of the Puritan and Genesta, and the big third between the Vigilant and Valkyrie II., but in the enthusiasm which has prevailed among the people from the very time the match was made. A larger fleet of excursion boats and a greater number of people have witnessed the two races which have already taken place than ever before were gathered to see a yacht race. Even though it appeared on Saturday last that the Defender was easily a better boat than the Valkyrie III., on Tuesday the crowd that went out was as great. The interest was further shown by the over-anxiety of the captains of several boats to allow their passengers to remain close to the racers and thereby incommode the contestants. It is true that there has not been very much betting on the event, but this is accounted for easily. There was too much uncertainty on both sides, and after one trial the friends of the yacht that was beaten demanded too great odds.

At no time since the Valkyrie arrived in this country has the excitement approached the degree to which it rose today, excepting the times when the winner had crossed the finish line or rounded a mark or displayed her superiority actually in a race. The unfortunate collision of yesterday and its attendant incidents have kept the public in a fever. Everybody was anxious to know what the regatta committee of the New York Yacht Club would do about the Defender's protest, and, having learned that the decision was in the Defender's favor, they were further stirred up by a report that Lord Dunraven, considering that he had been unjustly treated, had determined to withdraw his boat and go home without another race.

That the English party holds the sincere opinion that they have been badly treated there can be no doubt. If any testimony on this point was needed it could have been found tonight over in the Erie basin, where the two yachts were being measured for the third time, under electric lights—something new in that line—when the feeling between the respective crews of the ships manifested itself in various ways. Lord Dunraven's friends and advisers on the City of Bridgeport, the Valkyrie's tender, were all curt in manner and reserved in word. They seemed to desire to let their American callers know that they were deeply hurt.

For a long time Commodore Arthur Glennie, who has gained the reputation since he has been on this side of being a genial and exceptionally merry fellow, refused to give the newspapers the slightest hope that there might be a race tomorrow. He would only say that he was waiting for orders from Lord Dunraven. He did wake up a trifle, however, and admitted that the Valkyrie would start tomorrow certainly. This fact had been discounted before Mr. Glennie's admission, because of the presence of Measurer Hyslop, the general activity of the Valkyrie's sailors, and the very plain purpose of the English boat's managers to lighten her and thus decrease the load water line length. It might be mentioned incidentally that one of the things done to lighten the Valkyrie was to remove the eighteen pigs of lead that were taken aboard of her on the day before the first race. This lead weighed in the neighborhood of a ton.

Excitement among yachtsmen was at fever heat all day. Everybody had an opinion to express. Of course most persons upheld the committee, from patriotic motives if nothing else. There were a good many, however, who championed the Valkyrie and her cause. There were others who said that the committee ought to have given the race to the Valkyrie because the Defender could beat her anyhow, and a verdict favorable to the Englishman would have no other effect than to make necessary one more race. While thinking the matter over the old-timers recalled the action of Sir Richard Sutton, owner of the Genesta, who raced against the Puritan in 1885. It was remembered that the Puritan accidentally fouled the Genesta at the start on the first day of the first race. When the committee sent word to Sir Richard that the Puritan had been disqualified and that he could sail over the course alone and win the race, he replied that he did not want to win that way. He wanted a race and no walk-over. He showed himself to be a sportsman. Lord Dunraven has shown in this case that he is not the quitter that some persons have tried to make him out, by saying tonight at the Waldorf hotel that he would certainly be on hand to race tomorrow.

Capt. Hank Haff, on the Defender, expressed his opinion that Mr. Iselin had no power to call yesterday's race off, even if he felt so inclined. The captain thought that the nullification of yesterday's event lay entirely with the America's cup committee.

DEFENDER'S STURDY TOPMAST.

It Was Grown on Puget Sound and It Did Not Break.

New York, Sept. 11.—The Defender and Valkyrie were towed to Erie basin early this morning, and the sailors on each went to work scrubbing and washing the underbodies as fast as the water receded. The Defender's injured spar was taken out at the south end of the dock where she lay, and a force of men set to work to fit another topmast. The one damaged yesterday was seen to have a great section split off at a point where the topsail strained it yesterday. This was just clear of the top of the mainmast, and it showed how much had been the strain and how sturdy was the stick to stand it so well. The crack went part of the way through it, but the toughness of the Douglas spruce kept it from parting, and permitted even the use of the jib topsail on the third leg of yesterday's race. Time would not allow the making and fitting of a new one, so the stick used by the Colonia a few days ago was pressed into service. It was not so heavy as the damaged one, and looks to be hardly as good in quality, but that may be because it is more weatherbeaten and not dressed and varnished. The damaged spreader was also taken out. Its outward end appeared as if it had been bitten or gnawed off. After the Valkyrie's hull had been scrubbed from bobstay to rudder-post her men went to work with chamois leather to make a good job better. Capt. Cranfield was discussing the incident yesterday with two cronies, but nothing could tempt him to talk for publication.

Both yachts were floated before dark, and are ready to race tomorrow.

DUNRAVEN WANTS MORE ROOM.

Will Not Race Again If the Excursion Boats Crowd Him.

New York, Sept. 12.—The Herald this morning says: That the third race will be sailed today is not at all certain. That it will not be sailed if there is the slightest indication of crowding by the pleasure craft was fully determined by the cup committee last night. Immediately after the race on Tuesday last Lord Dunraven sent a letter to the America's cup committee. It was made public last night. It contains the following:

"Gentlemen: It is with great reluctance that I write to inform you that I decline to sail the Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons:

"First—To attempt to start two such large vessels in such a confined space and among moving steamers and tugboats is, in my opinion, exceedingly dangerous, and I will not further risk the lives of my men or the ship.

"Second—At the start of the first race the crowding was so great that we could not see the markboat and could not tell when we were near the line, and we were much hampered by steamers, especially on the race home. To race under these conditions is, in my opinion, absurd, and I decline to submit myself to them again."

MEASURED THE THIRD TIME.

Lord Dunraven Anxious to Cut Off the Twenty-Nine Seconds.

New York, Sept. 11.—A surprise came to the people who were waiting about the docks when John Hyslop, the official measurer of the New York Yacht Club, entered the Boston dock yard, in which the dry docks are situated, with his black handbag in tow. The astonishment increased when they saw the official remove his tape from the aforesaid bag and turn to measure the yachts for the third time. It was dark when he began his work, but lights were brought to bear on the objects of his labor, and the old gentleman proceeded with his business in his usual cool and effective manner. It was Mr. Hyslop's first attempt to measure boats by artificial light, but he did not appear at all embarrassed by the novelty of the occasion.

It was said that Lord Dunraven had asked for one more measurement in the hope that by dint of extraordinary severe stripping the Valkyrie's water line could yet be reduced so that the twenty-nine seconds' time allowance she gives the Defender could be wiped out. It was certain that the English yacht was bare of everything that could be removed under the rules. But the same thing can be said of the Defender.

DUNRAVEN GIVES UP HOPE.

But He Thinks the Cup Committee's Decision Was Not Correct.

New York, Sept. 11.—In an interview tonight Lord Dunraven expressed himself regarding the action of the regatta committee of the New York Yacht Club in the matter of the protest made by the Defender in Tuesday's race as follows:

"I shall sail this race tomorrow as a sportsman, because I have no occasion to do otherwise. I believe in the ability and honesty of the regatta committee of the New York Yacht Club. I believe that no effort has been made to influence their decision, and while I do not care to say anything about the Valkyrie, yet I think Mr. Watson has also fulfilled his engagement to build for me a good boat. I do not expect that Mr. Iselin will offer a chance for a resail or anything of the sort. While it is very certain that the America's cup is lost, it is not so certain that at some time the cup may not be carried across the Atlantic. The decision of the New York Yacht Club committee comes as a surprise to me. I do not think the decision of the committee is based on their calm consideration of the matter in hand. I do not agree with them."

WON'T HAVE TO PAY IT, ANYHOW.

Denial That Lord Dunraven Offered to Pension His Crew.

New York, Sept. 11.—A newspaper printed an announcement that after a dinner on Monday night Lord Dunraven called the captain and crew of the Valkyrie in and told them that he would give each 30 shillings a week as long as the men lived if the Valkyrie won the cup. A reporter paid a visit to the City of Bridgeport, on which Lord Dunraven and his friends were lodged. A gentleman who said that he was authorized to speak for Lord Dunraven was asked: "What truth is there in the story?"

"It is rot; positive rot," he said, emphatically.

English Papers Accept the Decision.

London, Sept. 11.—The Graphic, commenting upon the decision of the regatta committee in the Defender's protest, says: "Much as every Briton will regret the decision, the verdict of the committee will be accepted no less by the cis-Atlantic public than by Lord Dunraven himself."

The Times says: "We thought the judgment might go against the Valkyrie, but it was not anticipated that the committee would do more than order a re-sail. That issue most of us here would have desired, and it would have also met the wishes of our sportsmanlike kindred in America."

The Standard says: "The judgment of the committee will be accepted without demur. They must be credited with a single-hearted desire to decide the question upon its merits."

The Post comments: "Whatever English feeling may be, there is nothing to be done but to accept the verdict. It is possible Mr. Iselin will offer to resail the race, but it is not certain that Lord Dunraven would accept the offer if made. At the same time, it would be both a gracious and sportsmanlike course for the Americans to pursue."

BULLETINS OF THE RACE.

Will Be Displayed by the Post-Intelligencer Until Winner Is Announced.

The Post-Intelligencer will today display bulletins of the yacht race at its office. Those persons who wish the earliest news should watch the big front window of the Post-Intelligencer office.

Harding Challenges Gaudaur.

London, Sept. 11.—C. W. Harding has challenged Jake Gaudaur to a rowing match for the championship of the world, and suggests that they row upon the Tyne.

There is nothing to prevent anyone concocting a mixture and calling it "sarsaparilla," and there is nothing to prevent any one spending good money testing the stuff; but prudent people, who wish to be sure of their remedy, take only Ayer's Sarsaparilla, and so get cured.

PARADE OF THE G. A. R.

Fifty Thousand Men March in the Streets of Louisville.

MANY OLD, LAMB AND FEEBLE.

Peace on Earth, Good Will Toward Men, the Expression Everywhere.

Three Great Campfires Held at Night, At One of Which Henry Watterson, the ex-Confederate, and Commander in Chief Lawler Speak.

Louisville, Sept. 11.—After all the other demonstrations of the week the parade today was the event of the twenty-ninth annual encampment of the G. A. R., as of all former encampments. The veterans themselves were the most interesting feature, although everything that money or ingenuity could command in the way of warlike designs were added to the procession. Thousands of "Johnnies" grew hoarse in cheering the "Yankees" along the way, and ladies from Louisville and from all parts of the South, in brilliant dress, joined in the chorus of cheers. It was the general remark that there were never so many old, lame and feeble men in line, but they proudly kept step and tramped, tramped as if they were still "marching through Georgia." There could have been no more peace or good will to men than was felt and sincerely expressed today amid scenes that beggar all description and wipe out the last vestiges of sectional feeling. The weather was fine. The departments began to form early, under special orders to have the procession move promptly at 10:30 a. m. Capt. Harrison carried a large white banner of peace mounted on a staff like the stars and stripes carried by his comrades. In place of the eagle on top of the staff, the white banner had a dove carrying an olive twig, symbolizing peace and good will to men.

The divisions in the veterans' parade lined up as follows:

Drum corps; Louisville Legion; Grand Army band, of Canton, O.; Col. Henry S. Cohen, chairman committee on parade and review; Thomas Satterwhite, jr., and Capt. C. E. Nordstrom, adjutants; special citizens' committee on parade and review, 100 members; white sashes for leaders of platoons, blue for rank and file.

Carriage No. 1, the governor of Kentucky and staff; carriage No. 2, the mayors of Louisville, New Albany and Jeffersonville, and Col. Thomas H. Sherley, president citizens' committee, the board of managers and invited guests.

Chicago military band; Columbian Post, of Chicago, as Grand Army escort to commander-in-chief; Commander-in-chief Thomas G. Lawler, and staff; members of council of administration; aides de camp to commander-in-chief.

First grand division, red flag—Illinois, Wisconsin, Pennsylvania.

Second grand division, white flag—Ohio, New York.

Third grand division, blue flag—Connecticut, Massachusetts, New Jersey, Maine, California, Rhode Island, New Hampshire, the Potomac, Virginia and North Carolina.

Fourth grand division, light red flag—Maryland, Nebraska, Michigan, Ohio, Indiana.

Fifth grand division, yellow flag—Colorado, Kansas, Delaware, Minnesota, Missouri and Oregon.

Sixth grand division, light green flag—West Virginia, South Dakota, Washington and Alaska.

Seventh grand division, orange flag—Arkansas, New Mexico, Utah, Tennessee.

Eighth grand division, purple flag—Louisiana, Mississippi, Florida, Montana, Texas, Idaho.

Ninth grand division, dark green flag—Arizona, Georgia, Alabama, North Dakota, Oklahoma, Indian Territory.

Tenth grand division, light blue flag—Kentucky, and battle flags of Kentucky regiments in charge of a guard of honor.

The procession moved on time to the moment, to the great satisfaction of hundreds of thousands of suffering people along the line of march, as well as those in line. The thermometer stood at 96, and the enthusiasm was equally high. One hundred Kentucky horses were mounted by the committee on parade and review, and they made a chivalrous appearance. When the white caps of the escorting Columbia post of Chicago loomed up, the multitudes on the platforms and along the streets opened a chorus of cheers for Commander Lawler, and kept up the cheering as the posts of the different departments passed the stands and street intersections.

With Commander Lawler on the reviewing stand were Adjt. Gen. C. C. Jones, Quartermaster Gen. J. W. Burst, Judge Advocate Gen. Matthew H. Ellis, Senior Vice Commander A. P. Burchfield, Gov. Brown and Commander Fairchild, of the Loyal Legion, and they were received by the following post staff commanders: G. S. Merrill, of Massachusetts; Robert Beath, Philadelphia; J. R. Palmer, New York. Among the prominent people on the stand were: J. Warren Keifer, Past Commander H. J. Dennison, Vice Commander-in-Chief Gen. D. B. Henderson, Corporal Tanner, Col. W. W. Dudley and Justice John M. Harlan, of Washington City. Among the ex-commanders-in-chief who had seats on the stand were: John H. Kuntz, Gen. William Warner, John P. Rea, John G. B. Adams, Robert B. Beath, John Palmer, Louis Wagner, Gen. Lucius Fairchild and George S. Merrill.

The horse on which Capt. Nordstrom, of the Tenth United States cavalry, was mounted, slipped and fell, pinning the captain's left leg under him. The ambulance corps was called and Capt. Nordstrom was taken to his home. On examination it was found that his leg was broken. One of the most serious cases of prostration at the hospital is that of William Janecke, commander of the department of Missouri. John Thomas, a member of a Michigan post, fell and cut a deep gash in his head. William R. Gill, vice commander of the Department of the Potomac, fell from exhaustion; also Henry B. Owen, of Philadelphia; Col. G. R. Hart, of Pittsburg; A. J. Dixon, of Dayton, and E. S. Sherbert, of Springfield, Mass. Many who were viewing the parade fell from heat prostration, and the hospitals are well filled tonight.

There were 50,000 men in line, and the parade was over four hours passing a given point. It is estimated that over 300,000 people witnessed the demonstration.

Grand Army veterans and their friends to the number of 4,000 attended the grand campfire at Music Hall tonight. An elaborate programme had been prepared, and it was carried out to the delight and entertainment of all the people present. The campfire opened with "Marching Through Georgia," played by a military band. Then Henry Watterson made the welcome address in behalf of the citizens' committee. He said in part:

"Comrades—for under the star-flowered flag of the Union all who truly love it are comrades—in the name of the city and state I bid you the heartiest welcome. I have been in every state of the Union. I can truly say that I never came from any one of them where I had not found something to make me proud of my country. All I do contend for is that you will find here more kinds of good things and more of them than you will find anywhere else on the face of the globe.

"Let the dead past bury its dead. You at least have no reason to complain. You got away with as many of us as we got away with you. The brave men who have gone to heaven long ago settled the account before that court where all is made right that so puzzles us here. God reigns, and the government always lives. That should satisfy us all. If there is any more fighting to be done let's go lick England and take Canada; let's go lick Spain and take Cuba; let's go lick creation and make the unspeakable Turk vote the American ticket. We can do it. Shoulder to shoulder, with the world before us and Old Glory above, who shall stop us?

"'No surrender, no pretender;
Pitted together in many a fray;
Lions in fight and linked in their might,
The North and South will carry the day.'

"All that is wanted in this grand land of ours is for the people—the plain people, as Lincoln called them—to realize, from Maine to Texas, from Florida to Oregon, that there is nothing whatever to divide them; they are the same people. This monstrosity out of the way; the foolishness of secession out of the way; the nation having actually had its new birth of freedom, what but ignorance and prejudice is to hinder the stalwart American in Minnesota from taking the hand of the stalwart American in Georgia and calling him brother? Both came from a common origin—good old Anglo-Saxon and Scotch-Irish stock—and are welded together by common interest and a common destiny. Bone of one bone, flesh of one flesh, in national aspiration and fellowship. God made this continent for us and consecrated it to freedom. The transfiguration of nature, not less than the transfiguration of blood, clearly indicate the will of God. Who dares dispute His awful word?

"But pardon me, I did not mean to be serious. This is an occasion for rejoicing, for merry-making, not for reflection. If anybody thinks he's thinking, wake him—he's only dreaming. If anybody thinks he's not welcome, tie him; if there is a dog that fails to wag his tail for you, shoot him. We are glad to see you; we are glad you came. Now, that you have found the way, come again, and come often. The latchstring will always hang outside the door, and the only password shall be: 'I am an American citizen.'"

Mr. Watterson was frequently interrupted during his speech by applause, and when he finished the building fairly shook with the cheers. Col. R. T. Jones made a short speech of welcome in behalf of the Louisville comrades, and Commander-in-Chief Lawler responded. Loud and long applause greeted Major Lawler when he came forward. In the course of his response he said:

"Comrades, ladies, children, everybody here in Louisville, I want to say to you that I accept your welcome. Not for myself alone, but in the name of 200,000 Grand Army men. You have given us a royal welcome, and I want to tell you that we appreciate it. You are doing more than you promised, and everybody fully appreciates it. Our expectations have more than been realized; the greetings you have given us are far more elaborate than we would have believed."

When Major Lawler had concluded there were a number of musical selections, recitations and songs, after which there was a "general round-up," and the camp fire was over.

At the camp fire at Phoenix Hill park tonight over 20,000 people were present. Congressman Walter Evans presided. At the National park camp fire the crowd was equally large, the programme of music and recitations being elaborate. John H. Leathers presided. Addresses were delivered by Col. Andrew Cowan, W. C. Adams, Senator J. C. Burrows and others.

Reunion of the Rousseau Brigade.

Louisville, Sept. 11.—About 500 veterans attended the reunion of the famous Rousseau Brigade Association last night. The association is composed of the Fifth Kentucky, the First Ohio, the Sixth Indiana, the Second Kentucky cavalry, the Fifteenth, Sixteenth and Nineteenth battalions of regulars and the Ninety-third Ohio. The principal object of the reunion was to take action on the death of Col. Berry, the president of the brigade association, and elect his successor. Capt. Charles A. Stone, of the First Ohio, was elected president to succeed Col. Berry. Mr. Dale, of the Sixth Indiana, was elected secretary, and John P. Cost, of the First Ohio, treasurer.

WORLD'S RAILROAD RECORD.

From New York to Buffalo in 407 Minutes, 64 1-3 Miles an Hour.

New York, Sept. 11.—The New York Central today made a new world's record in the running of fast trains on a long distance schedule. This morning at 5:40 a special train of four cars, under the direct control of George H. Daniels, general passenger agent of the road, left the Grand Central depot. It arrived at Albany at 7:54:55, making the run of 143 miles in 135⅚ minutes. A stop of one minute was made at Albany for the purpose of changing engines. Syracuse was reached at 10:17:18. The total run from New York to East Buffalo, 436½ miles, was made in 407 minutes, an average speed of 64 1-3 miles an hour.

This gives the New York Central the world's record for a long distance run with a heavy train, its train today being nearly twice the weight of the English racing trains. A private car was attached at Buffalo, and the train was started back for New York, where it is expected to arrive at 10:15. This, if done, will be equivalent to a run from New York to Chicago in seventeen hours. The best run that has been made on any of the English roads was 63 1-3 miles per hour for a light train.

POISONED THE WRONG PEOPLE.

Two Men Killed at Los Angeles by Drinking Wine Meant for Another

Los Angeles, Sept. 11.—W. J. Thompson, agent at the Downey avenue station of the Santa Fe railroad, and O. L. Martin, a laborer, lie dead in the morgue tonight from the effects of poisoned wine, of which both partook this evening. There is every evidence of murder, but the poisoned draft was evidently meant for a third party, from the statement made by Martin before he expired.

Martin said that Thompson told him the wine had been left at the office by a boy, who said the bottle had been handed to him by a colored man to be delivered at the depot for a Pullman porter named James Gardner. Thompson and Martin partook of the wine, and shortly after they became violently ill, and both died this evening. The boy who delivered the package was found to be Eddie Eckles, a resident of the neighborhood. He said that a colored man under the influence of liquor approached him and paid him to deliver the package to the station agent.

MORE GOLD FOR EUROPE.

$1,000,000 Drawn for Shipment—The Syndicate Deposits $3,000,000.

New York, Sept. 11.—The government bond syndicate this afternoon deposited $3,000,000 at the sub-treasury to the credit of the government.

Nesslage & Fuller will ship $100,000 of gold tomorrow, Crossman & Bro. have engaged $1,000,000 at the sub-treasury for shipment tomorrow.

Washington City, Sept. 11.—Today's statement of the condition of the treasury shows: Available cash balance, $181,717,146; gold reserve, $97,620,003.

Senator Mills for Sound Money.

Washington City, Sept. 11.—Senator Roger Q. Mills, of Texas, is one of the latest converts to the anti-free coinage cause. In a communication he comes out squarely and vigorously against the free coinage of silver at the ratio of 16 to 1 by the United States independently of the other commercial nations of the world. He contends that in taking this stand he is following the example and teachings of the fathers of the Democratic party and of its greatest leaders in recent years.

Return of a Polar Expedition.

London, Sept. 11.—Word has been received here that the yacht Windward, carrying the Jackson-Harmsworth polar expedition, which sailed from the Thames July 11, 1894, has arrived at Vardo, on the north coast of Norway, in latitude 18 degrees north and longitude 32 east, after having broken out of an ice belt between Franz Joseph island and Barents sea.

SNATCHED FROM DEATH

A Lunatic Nearly Goes Over the Falls at Spokane.

A PROMINENT FARMER KILLED.

Tacoma Land Company Mortgages All Its Property for $1,000,000.

Suicide of an Old Man at Spokane—Catholic Priests Sing Patriotic Airs—A Port Townsend Woman Falls Heir to $30,000.

Spokane, Sept. 11.—George Cummings, an insane soldier from Fort Sherman being taken to Washington City for admission to a hospital, escaped from his guard today and leaped from the Post street bridge fourteen feet to a large pool below. He was caught in an eddy just below the big falls. He called loudly for help. Sergt. McCall ran to the river bank and, finding a long rope, attached it to a flume, wrapped it around his waist and sprang into the stream. He caught Cummings by the coat and held him until help came and pulled both men out of the water.

A $1,000,000 MORTGAGE.

It Covers All the Property of the Tacoma Land Company.

Tacoma, Sept. 11.—Special.—A million-dollar mortgage was filed for record today. It is from the Tacoma Land Company to the Providence Life and Trust Company, of Philadelphia, and covers nearly all the holdings of the Tacoma Land Company in this city. There are 1,000 $1,000 bonds to be issued, to run twenty years and bear 6 per cent interest. The money is to be used in the improvement and filling in of the tide flats. It is provided in the mortgage that the land company can sell and give deeds to any of its property, either that mortgaged or the tide flats, by an arrangement with the trustee, and such deeds will be free of the mortgage. Part of the tide flats is covered by the mortgage. It is provided that on the payment of $400,000 of the mortgage the tide flats will be entirely released from the mortgage.

KILLED BY A THRESHER.

Horrible Death of Joseph H. Elliott, of Coppel, Walla Walla County.

Walla Walla, Sept. 11.—News was received here this afternoon of the killing of Joseph H. Elliott, a prominent farmer, living near Coppel, sixteen miles east of here. Elliott was engaged in feeding a threshing machine, when the cylinder broke into a thousand pieces, tearing out the end and top of the thresher and completely demolishing the machine. Elliott was struck by a flying missile and thrown from the elevated platform to the ground. As soon as possible the machinery was shut down. Elliott was found dead under the debris, with his neck broken and his chest crushed, and with a large hole in his throat.

RAIN STOPS HOP PICKING.

In Some Oregon Yards Mold Has Appeared—The Growers Discouraged.

Portland, Sept. 11.—Advices from the hop districts of the state are to the effect that the rains of the past two days have caused a cessation in the picking, and many pickers are leaving the fields. The damage to the hops so far is not very large, but if the rain continues much longer it will be very great, as the mold is already making its appearance. In some cases the growers have picked only a portion of their yards, being discouraged by the low price and the unfavorable weather conditions.

Sale of Whatcom Tide Lands.

Whatcom, Sept. 11.—Special.—Some one has blundered several times in attempts to sell tide land lots 1 and 2 in this county, and the blunders must have cost the state already a considerable portion of the amount which the lots are likely to sell for. The lots lie in front of the John Bennett place, about two miles out of town, and they are the first and only tide land lots yet sold or advertised for sale in this county. They were first advertised several months ago and on the date specified were sold to John L. Thomas, now county assessor, for $10 an acre, or $265 in all. The land commission, however, set aside the sale on the ground that the notice had only been published twenty-nine days, and ordered it readvertised. This was done and the same mistake occurred again, the date named in the notice giving time for only twenty-nine days publication. An agent of the land commission was sent here, but he could do nothing but declare the sale off. Again it was advertised and the date of sale fixed for September 3. Persons who wished to bid went out there but there was no sale, as no one appeared on behalf of the state. Three days later Land Commissioner Forrest came down, understanding that the sale was to be held on the 6th. And now it must be advertised a fourth time, and it remains to be seen whether it will be a "go" then. And the state pays the cost.

Priests Sing Patriotic Airs.

Spokane, Sept. 11.—Today's reunion of the alumni of the American college of Louvain was a memorable event in Catholic circles. Twenty-eight members of the clergy were in attendance. Bishop Junger celebrated solemn pontifical mass, and all his assistants were robed in rich vestments. The services were unusually impressive. After mass the visitors went to the banquet hall, where Bishop Junger presided as toastmaster. Before commencing, the bishop proposed that the priests sing the national airs of America. The hall rang with the inspiring strains of "The Star Spangled Banner," "The Red, White and Blue" and "America," all standing while singing. At a subsequent business meeting Bishop Junger was elected president, and Father Orth vice president.

Macrae-Brown.

Tacoma, Sept. 11.—Special.—Rev. J. B. Alexander performed a quiet wedding ceremony at St. Peter's Episcopal church, Old Tacoma, this morning, uniting in marriage Miss Martha S. Brown, of Scotland, and J. E. Macrae, Victoria manager of the Northern Pacific Steamship Company. Miss Brown arrived from Scotland several days ago to be married. Only a few friends were present. Mr. and Mrs. Macrae will reside in Victoria.

A Port Townsend Woman's Luck.

Port Townsend, Sept. 11.—Special.—Miss Winnie Andrews, a nurse for the family of Lawrence Portman, of this city, received notice today from prominent attorneys that by the will of a distant relative lately deceased in that city she is heiress to a fortune of $30,000, a large part of which is cash and the remainder Boston realty. Miss Andrews has resigned her position and will leave in a few days for Boston.

Suicide at Spokane.

Spokane, Sept. 11.—D. McDougall, a carpenter, 70 years of age, was found dead in a cabin this afternoon. It is thought he killed himself. He had informed his neighbors that he had two daughters living, one in St. Paul, the other in Chicago.

Capt. Ridderbjelke in Japan.

Whatcom, Sept. 11.—Special.—A subscriber to the Reveille calls that paper's attention to the following Yokohama dispatch, dated July 29: "Capt. Adolph Ridderbjelke, a native of Sweden, but now a citizen of the United States, will