

DEFENDER THE WINNER

A WONDERFUL SCENE OF ENTHUSIASM AS THE FINISH.

Valkyrie III Made a Gallant Fight for the Supremacy But Was Outclassed in Light Winds and When the Breezes Blew—The New Haveners and the Richard Peck, the Flyer of the Sound.

New York, Sept. 8.—The first of the series of races between the Defender and the Valkyrie for the America's cup was sailed outside of Sandy Hook yesterday in a light breeze, and an "old sea" of considerable weight. The course was from a point off Seabright, N. J., fifteen miles to windward, east by south, and return.

The wind blew at a rate of about six or seven knots per hour, and the racers covered the course in about five hours. In the heat to windward the Defender outslaid the Valkyrie by nearly three and one-half minutes, and on the run home she added another five minutes to her victory, thus beating her opponent by considerable more than eight minutes and a half.

The victory was most decidedly and by a margin that was wholly unexpected. All the yachting experts who had expressed an opinion at all had declared it to be their belief that the Valkyrie could win in a light breeze, and her fame in English waters during her brief career there was made as a light-weather boat. A few old yachtsmen on this side had said that in a light breeze and a rolling sea the Defender would win, and these proved to be correct in their judgment.

Lord Dunraven himself said in a recent interview that he thought his yacht would give a better account of herself in a breeze, and it may yet turn out that this is a true estimate; but it seems very unlikely, after yesterday's race, that she can move through the water with the celerity of the Defender in any kind of weather at all. Blow high or blow low, after yesterday's work the latest Herreshoff creation looks like a sure winner, and the historic old cup ought to remain on this side of the Atlantic, unless the unexpected happens.

A great fleet of vessels carried spectators to see the first of the struggles, and, judging by the scene at the finish, all believed the cup to be safe. It was one of splendid, inspiring enthusiasm. Steamships, steam yachts, steamboats, and tugs crowded the finish line, and while the yachts were racing the misty air, deep-lunged American cheers rang across the waters and tens of thousands of hats and handkerchiefs waved.

OFFICIAL TIME.

Table with columns: Start, H.M.S., Defender, Valkyrie, Turn, Finish, Elapsed Time, Corrected Time.

TO-MORROW'S TRIANGULAR RACE

After finishing the race both yachts were towed to their anchorages for the night. The next race will be on Tuesday. The course will be an equilateral triangle of ten miles to each leg, if possible, being to windward. It is possible that some changes will be made in the Valkyrie's trim before the race. Yesterday's race may satisfy those who are in charge of her that her speed can be improved by altering her ballast and trim, or by changing her spars and rig. If this is done, the yacht will have to go to Erie Basin again to be reamed. Yachtsmen want to see a good chubtop sail breeze on Tuesday, and on Thursday a hard blow, so that the yachts can only carry working topsails. If the weather favors them like this, there will be three good tests, all under different conditions.

AS SEEN FROM THE RICHARD PECK.

The New York Times gives a graphic account of the wonderful scenes at the race, as seen from the New Haven steamer Richard Peck, and says: "It was a big crowd that went out to see the preliminary battle for the possession of the mug that has cost more in yacht-building experiments than a whole store warehouse full of America's cups would cost."

"Lord Dunraven is reported to have said that he built a boat that would certainly give the Yankee's representative a race at their favorite game—a drifting match," said Senator Hawley of Connecticut, who, with his English-born wife, were interested witnesses of the contest from the "flier of the sound," the steamer Richard Peck, yesterday. But if this is the best that the Valkyrie can do, there seems to be no doubt whatever as to where the America's cup will rest for this year, at least. The Defender has beat her roundly, both in windward work and in the lack of wind, was supposed to be the strong point of the Valkyrie, there seems no good reason why the rest of the races should not be a gift for the American representative."

The declaration of General Hawley seemed to voice the sentiments of the people who saw the race from the crowded decks of the Richard Peck, the party including a host of yachting enthusiasts from Hartford, New Haven and Springfield. Commodore Holcomb of the New Haven Yacht club agreed exactly with General Hawley, and so did the rest of the members of the New Haven Yacht club, who watched every movement of the boats carefully and correctly. But, besides watching the movements of the racing yachts, the party had a splendid chance to watch what was to the majority of the people who went down the bay about as interesting a sight. That was the formation of a pretty a flotilla of boats as was ever gathered in the waters of the handsome harbor in the world.

Most of the people on the Richard Peck were from up in New England, who had come to New Haven by

train, thence to this city by night boat, and had then been transferred to the Peck for the trip to the scene of the race. What they saw in the early morning was about what all the early comers to the scene of excursion boats saw when the crews were making ready for what they hoped would be a day of rare pleasure. That these hoped in the face of conditions that were anything but pleasing was their misfortune. A drifting match is not the sort of thing that would arouse enthusiasm in the breast of anyone but the most wildly enthusiastic yachting crank.

A drizzling rain, with intervals of clearing weather, but with threatening clouds, was what the people in New York, who had made up their minds to go to the race, found when they ventured from their homes after a hastily swallowed breakfast. These people went to the Peck, as they did to a host of other excursion boats, laden with water-proof wraps or umbrellas, or at least with some sort of protection against the storm that they were sure was to come to mar their pleasure. A band of lute-lunged musicians blowing away on brass instruments welcomed them to the boat and played lively marches while the early arrivals rushed about the boat to secure seats from which they could get a good view of the race.

Then all the timid ones and all those who had never suffered from seasickness in all their lives began to speculate with their nearest neighbors as to the prospects for the day's outing. It became a bit seasamish when it became bruited about that it had been a rough night out on the water, and that the chances were that there would be a good sea on, with a further chance that there would be a good breeze that would send the yachts spinning over the thirty mile course that was to be sailed.

Lemons came from unexpected quarters, while the rest of the crowd were assembling and trying to find the best places to get a good view of the race. The early comers, every horse car and elevated train and cab that came rolling up to the pier brought additions to the throngs, and where the Peck lay moored a host of these arrivals had to go away disappointed, as all the tickets that had been issued had been disposed of by Wednesday night last, and the result was that late comers had to have to find other accommodations to take them to the battle ground of the rival yachts.

The Richard Peck was one of the last of the excursion steamers to leave her dock, and so passengers on her had a splendid chance to witness the beautiful nautical panorama that was being prepared down the bay during the process of its formation. In front of the swiftly moving propeller were scattered all over the gateway to the ocean craft of every conceivable design loaded with people moving on to take a part in the formation of the most marvelous picture ever spread about near the entrance of the metropolis of the nation.

Gaily dressed were these craft, with colors of every possible design, from the red flags that one is accustomed to see in front of an auctioneer's establishment, through the whole gamut of signal flags, into the field of national colors, and away beyond that into fantasies in bunting went the ideas of the decorators, and above and over the whole conglomeration of kaleidoscopic delirium there waved defiantly and triumphantly the Star-Spangled Banner that carried a message to every outgoing steamer flying the flag of some other country that America rules the wave. The smaller and more significant the vessel the greater the display of bunting. It gave life and color to the parade, if it did nothing else.

As the Peck moved out beyond that funny fortification on Governor's Island there loomed up in the offing the black hull of the Hudson, with Captain H. H. Hall's party flying the flag of some other country that America rules the wave. The smaller and more significant the vessel the greater the display of bunting. It gave life and color to the parade, if it did nothing else.

The St. Johns was packed with the members of the New York Yacht club and their friends, and there it could be seen included a number of young ladies back from the summer outings at the shore or the mountains.

The great white hull of the Nourmah could be seen moving slowly to the southward with all the decorum and dignity possible for a craft to assume when freighted with such a social lot of lights as graced her decks. A good glass revealed the presence of Colonel John Jacob Astor, minus his gorgeous uniform; Mrs. Astor, in yachting instead of going garb; the Misses Wyndham Quin, daughters of Lord Dunraven. To leeward was the black hull of the great "Valiant," the ocean craft of W. K. Vanderbilt, and underneath the awnings spread both over the forward and after decks were a party of jolly people who did not seem to care that such a place as Newport had a place on the maps.

Saucy tugs, with very democratic parties aboard, who hailed every one indiscriminately between drinks from bottles that seemed to be receptacles for lager beer, skipped about here, there and everywhere, making a lot of fuss and some little progress. There were no "patrol" boats about to prevent their skippers from doing what they pleased and going where they pleased, and the chartering parties were, as a rule, determined on getting the full worth of their money. Appearances seemed to indicate that they got it.

The trim white yacht that, as it rolled in a trough of the sea, showed a band of green and another of red on her hull, was the Conqueror, on which Frederick W. Vanderbilt had a party of friends, and the smaller white yacht just ahead was that of Mrs. Lucy Carnegie of Pittsburg and of Cumberland Island, Ga., which gives its name to the yacht. Dungeness, and whose owner is the only lady member of the New York Yacht club, with the right to fly the club burgee.

A floating mass of humanity was on the Starlin boat, W. C. Egerton and the white boat that is chasing her is the Sam Sloan of the same fleet, and at this time the resting place of a lot of professional politicians who have gone out on her because she was in charge of Commodore Willis Holly, erstwhile the clerk of Mayor Gilroy.

Just abreast of the Peck is her great rival of the sound, the City of Lowell,

which was built to beat the Peck, though it is asserted by the owners of the Richard Peck with a great deal of vigor that she never will do so. There will be no race between them until next week, probably, for the captives of both craft have received a letter of admonition from the treasury department at Washington that makes both willing to wait some day when the waterway was less crowded than on this occasion to make a speed test between the pair.

But a short way off is the Monmouth, which is considered by many to be the equal of either of the sound boats whose owners are walking about like a couple of champion pugilists with chips on their shoulders, but with no particular desire, perhaps, to test the full capabilities of their craft, both of which are good enough for an practical purpose.

The noisy, flashily dressed craft, with a quiet and prosperous-looking lot of people aboard, is the Havana of Philadelphia, which has brought over its crowd of passengers so that they might see what a yacht race and a good harbor are like. The big red flag with white lettering that flies from the peak of the Sirius tells people that the Seventh Regiment Veterans association is aboard, and the club of the Atlantic Yacht club tells the same story as to the personnel of the crowd about the decks of the Gay Head.

The Cygnus carried a jolly crowd of the Riverside yachtsmen and their friends, and a brass band that played "Yankee Doodle," "America," "The Star Spangled Banner," and a host of other patriotic airs. The little Manhattan had a crowd on board, and the spreading out before them of the most intense interest until the great raking masts of the racers hove in view. Then the Manhattaners had eyes for nothing else. Those on board had come all the way from Portland, Me., and they got all the possible enjoyment out of the drifting match, as they were all expert sailormen or connoisseurs of sailing or steaming craft. It would, perhaps, be easier and take up much less space to tell the names of the steam craft and of the tugs that were not on their way down the harbor. Surely, no excursion boat was missing, from the big three-deckers General Slocum and Grand Republic down to some of the small and antiquated arks that venture out of the waters of the Hudson river only on the rarest occasions.

There were many other boats among those who saw the college boat races at Poughkeepsie a reminder of the day of disaster there in the tug George W. Washburn, and, as is her wont, she got in the way as soon as possible, this time driving across the starting line at just about the time that the racers were to have put in an appearance.

The big yellowish hull of the Almeria of the High House services, the tugs of the ordinance and engineer departments of the army, the General Meigs, with a party of army officers aboard, bore passengers who seemed deeply interested in the appearance of a huge, black-hulled craft of rakish build that flew the flag of the English navy. What she was the passengers on the pleasure craft could not make out, as she was a perfect stranger in these waters. She proved to be the Valhalla, a large British craft that has just completed a tour around the world.

It seemed as if all the steam yachts that could reach these waters were here to join in making the great sea panorama the finest in the way of a holiday show ever seen about here. First there were those who served as patrol boats, a magnificent fleet in themselves. They were H. M. Flagler's Alida, John C. Hannan's Embia, John Nicholas Brown's Ballman, John H. Hall's Unwound, Harlow B. Moore's Marietta, Fred G. Bourne's Reveler, E. R. Ladew's Oriana, F. G. Haultville's Zara, F. H. Benedict's Viscon, John H. Goullie's Ava, John P. Duncan's Washita, E. H. Harriman's Spendrift, and Henry F. Noyes' Katrina.

Besides these and those already mentioned, there were the Sylvia, Commodore E. M. Brown; Susquehanna, Joseph Stickney; Allegra, Charles M. Pratt; Almy, Frederick Gallatin; Atalanta, George J. Gould; Ballymena, J. Nicholas Brown; Clamson, Van Santvoort; Columbia, W. C. Whitney; Comanche, H. Melville Hanna; Duquesne, T. B. Hostetter; Halcyon, Edward C. Potter; Iuna, Allison D. Armour; Judge, W. J. Arkell; Nada, Charles R. Flint; Onaida, E. C. Benedict; Peerless, Charles W. Harkness; Shearwater, E. D. Morgan; Sagamore, Edgar T. Scott; Sapphire, Eugene Higgins; Santanella, Perry Belmont; Sultana, John R. Drexel; Vanmooze, Frank T. Morell; Wadena, John H. Wade; Wild Duck, John M. Forbes; Mindora, C. H. Merrill; Veto, George Law.

A most magnificent sight it was that the fleet made when all had assembled about the racers for the start and again when they congregated to whistle a welcome to the Defender when she made the first mark a minute in advance of the Valkyrie. But the great fleet probably showed at its best in the interval between the two points while it was slowly following the Valkyrie in their drifting match over the course.

As the fleet rested, apparently motionless on the water, it looked like a great seaside resort that had been picked up bodily and moved out to float on the waters of the Atlantic, instead of resting peacefully on its shores. There was but one thing to diepict that illusion, and that was on a near approach, when the heads of the sleek ones could be seen resting on their arms against the edge of a friendly rail, while the blanched faces told the story of the sorry effect of the rolling in the trough of the sea on the stomachs of the seekers after pleasure. Why is it that most all of the men who were thus affected were gorgeous in yachting caps, and covered with yachting pins denoting club membership or yachting enthusiasm?

As the grand fleet was moving down toward the stake boat for the turn, the sight was so impressive, that General Hawley, standing near the rail and watching what he declared to be one of the most beautiful sights he had ever seen, said that it reminded him of a sight some thirty years ago, when he saw a great fleet of transports set out to carry an army down the Atlantic coast for an attack on the strongholds of the Confederates. And then he added: "Thank God I will never again see such a sight as I then saw. This one is much more beautiful, and there is no tinge of sadness in

Apollinaris THE QUEEN OF TABLE WATERS.

Supplied under Royal Warrants to Her Majesty the Queen of England, and to His Royal Highness the Prince of Wales.

watching it, only a feeling of absolute pleasure and contentment."

NEW HAVENERS AT THE RACE. Among those on board the Peck besides General and Mrs. Hawley were Commodore H. S. Holcomb of the New Haven Yacht club and family, Major B. E. Brown, city auditor of New Haven; Charles H. Trowbridge, Esq., C. S. Davidson, superintendent of the Hartford division of the New York, New Haven and Hartford Railroad company; A. N. Allen, C. F. Bradley, Dr. Cremin, Dr. W. W. Hawkes, Dr. C. Purdy Lindsay, Charles L. Johnson, Vice Commodore Henry S. Dickson, New Haven Yacht club; Mr. and Mrs. S. H. Kirby, Frederick H. Benton, Colonel William E. Morgan, Robert E. Mannes, W. L. Bradley, Charles Andrews, Edward Purtilant Yacht club tells the same story as to the personnel of the crowd about the decks of the Gay Head.

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MILFORD.

The Rev. Frank Paradise, dean of the Episcopal cathedral at New Orleans, is visiting friends in town.

The M.A. association and the Graham Hooks of West Haven played a benefit game of ball Saturday afternoon for Conley, who broke his leg at Torrington two weeks ago. The game was played at Athletic park, Milford.

Mr. and Mrs. N. Dwight Platt, who have been rusticating at Bethlehem, New Hampshire, several weeks were returned home.

Calph Smith of West End has leased the Beaver Brook pond and will erect a large ice house on the premises and go into the ice business another year. A preacher recently asked a university don what he thought of his sermon. "I heard in it what I hope never to hear again." "What was that?" "The clock strikes twice."—London Tid-Bits. "I wish we were rich, John, and could do something for the world," Mrs. B. remarked half devotedly, half impatiently. "But, my dear," he replied, "we can do good in a quiet way now." "Yes, but no one will ever hear of it."—Chicago Times-Herald.

Advertisement for H-O Oatmeal, One Package of H-O Oatmeal Equals in Digestible Nourishment Three Packages of Ordinary Oatmeal.

MACHINE JOBBING. WANTED, all sorts of repairing. Machine jobs; models made. Tailors' Shears, Barbers' Scissors and Scutes sharpened. Fine Lamps, Silverware repaired. NO JOB BARBER. GEORGE H. BARTLETT, JAMES D. GOLDSMITH, SELECTION. Rear 67 Orange Street. POMEROY BROS.

Dry Goods. Wm. Frank & Co. 783 Chapel St. Here is a Wonderful Sale of Silk Waists



The above cut is an exact reproduction of one of the latest and best Fall styles of Silk Waists. Monday morning we place on the center tables of our large Cloak Department just 100 of these Waists, made of the best quality Fancy Stripe Surah Silks, in a large variety of beautiful colorings, with immense big sleeves and crush belt. We make our reputation that these Waists cannot and will not be offered by any other house under \$5.00.

OUR PRICE \$3.69. Note these Other Bargains for 3 Days, Monday, Tuesday, Wednesday, Sept. 9, 10 and 11.

Ladies' Black Separate Skirts of fine Black Kersey, stiff back, pleats, \$3.00 quality, special price \$1.98.

Ladies' fine black Storm Serge Skirts, lined throughout, \$4.75 value, at \$2.98. Ladies' New Outing Flannel Waists, pointed yoke back, large sleeves, special for three days 25c.

Three days' sale of large White Aprons, lace effect and Satin Stripes, our regular 20c grade, 15c. Six-hook ext., long waisted Corsets, with dress for bust and four side steels, \$1.25 value, 90c.

Three days' sale real Ostrich Feather long Boas, worth \$8.00, at special \$4.49. Twelve cards Darning Cotton for 2c. Exquisite Perfumes, 9 different odors, regular 17c, at special 12 1/2c oz.

Anti-whalebones, 36 inch, best substitute for real whalebone, special 9c each, or 90c dozen.

Silk stitched Bone Casings, sold every where 15c, special 10c, piece of 3 yards. Men's new Fall weight Fleece Lined Ribbed Shirts and Drawers that never were sold less than 90c, special at 25c.

Ladies' full weight Ribbed Vests and Pants, Vests with high neck and long sleeves, 25c quality, 18c each, or 3 for 50c. Soft finish Lining Cambric, 2c. Fast Black Mole Rustle Cambric, 5 1/2c. Pure all linen blk. Canvas Facing, 9 1/2c. Double faced Silasia, fancy figured one side, drab on other, 9c yard.

Complete stock, all colors, Fibre Chamois, at our popular low prices. Also special sale on Ladies' and Children's Fall Reefers, Jackets and Capes.

WM. FRANK & CO.



UP TO THE MARK!

It is scarcely doing our shoes justice to say that they are up to the mark—they are good enough to be a little beyond it. We realize the fact that children need better material in their shoes than older people, and endeavor to have our Boys' and Girls' SHOES made for SERVICE and PROTECTION.

The Iron King Shoes

For BOYS have solid OAK SOLES, and STEEL PLUGS in the heels, and are the best that can be made; 11 to 2, \$1.75; 2 1/2 to 8, \$2.00.

Our Boston School Shoes

For the GIRLS are too well known to need any comments. Prices \$1.00, \$1.25 and \$1.50. Closing out Boys' and Girls' TAN SHOES—LESS THAN COST.

A. B. GREENWOOD,

773 CHAPEL STREET.

District of New Haven, ss. Probate Court, September 8, 1895.

ESTATE OF CHARLOTTE L. WILCOX, late of New Haven, in said district, deceased. The executors having exhibited their administration account with said estate to this court for its approval.

NOTICE TO CONTRACTORS. PAVING-GUILFORD. Sealed proposals will be received by the undersigned until 2 p.m. September 14th, 1895, at the town clerk's office, Guilford, Conn., for constructing a pavement under the Act of 1895, for the 'Improvement of Public Roads.'

No proposal will be received after the time specified, and all proposals not on the blanks furnished, or not properly filled out, will be rejected.

The right to reject any or all bids is reserved. AMELIA B. HUBBARD, GEORGE H. BARTLETT, JAMES D. GOLDSMITH, SELECTION.

EWEN McINTYRE & CO.

Unparalleled Values.

Never Since We Were in Business Have the People Had so Great an Opportunity to Buy Goods Cheap.

Prices Last Until Lots Are Sold.

DRESS GOODS.

The most superb assortment of fine imported Novelties that ever came to New Haven. Sold here at the most reasonable figures.

DRESS GOODS. An assortment of India Twills and Imported Serges that cannot be surpassed in colors or quality short of 30c. Here at 25c yd.

DRESS GOODS. Novelties. The most exquisite designs; latest colors. Here at 75c and \$1.00 yd.

DRESS GOODS. A wonderful display of 46-inch French Serges in up-to-date shades and decidedly cheap at 50c. Here at 39c yd.

UNPRECEDENTED VALUE. In Black Goods of all kinds. Superior quality from 25c up.

LACES. Undoubtedly the greatest bargains in America. 8, 10 and 12-inch Cream and Ecru Laces, previously sold at 20c, 25c and 30c. Now going at 5c yd.

VEILINGS. Silk Veilings, Chenille spots; all the latest colors, also in fancy meshes. Never sold under 25c. Choice 10c yd.

CHEMISETTES. Choicest styles; were 25c. Now 5c.

LADIES' HOSIERY. 2 Special Bargains in Black Hose: 100 dozen at 10c pair.

SPECIAL. Ladies' Fast Black Hose, Hermsdorf dye; a rare hose at the price, 19c, or 3 pairs for 50c.

BOYS' SCHOOL. Hose (fast black) 6 to 8 1/2. 10c pair.

MISSES'. Regular made Hose, fast black and extra quality, at 12 1/2c pair.

BLACK MILLINERY. Velvets with the New Millinery finish, a quality that is not to be found elsewhere at \$1.00 yd.

BLACK SILK VELOURS. 22 inches wide, the very latest fabric for making capes; cheap at \$3.00. While they last, \$2.25 yd. Black only.

SENSATIONAL

Low prices on Blankets. We know they have been advertised for a month and over, but the people wisely delayed purchasing until we advertised our stock. As usual we placed orders last Spring and did not wish to have them delivered before Sept. 1st. The majority have arrived and a more complete line of Blankets never landed in this city.

500 PAIRS. White and Grey Blankets at 38c pair.

100 PAIRS. White and Brown Blankets at 60c pair.

300 PAIRS. White Blankets at \$1.25. A wonderful bargain.

BUT HERE'S. Where we distance all competition on Blankets:

300 PAIRS. 11-4 White Wool Blankets, decidedly cheap at \$5.00. Our price \$3.50 pair.

200 PAIRS. 11-4 Blankets, made of Superfine Wool, sold last year at \$5.50. Now \$4.00 per pair.

200 PAIRS. 11-4 California Wool Blankets, in beautiful borders, extra size, and as comfortable a Blanket as you ever slept under, cheap at \$6.00. Now \$4.50.

500 PAIRS. 11-4 California Blankets. These are the pride of our store. No one wishing a good substantial Blanket that is sold in the largest cities in the east at \$7.50, can afford to pass at our price, \$5.00 pair.

50 PIECES. Scarlet and Blue Twilled Flannel; last season's price 37 1/2c. Our price 25c yd.

1,000 YARDS. 12 1/2 Dress Gingshams in superb patterns at 6c yd.

500 YARDS. 10c Outing Flannels, choice colors, at 5c yd.

Fall Silk Waists.

Just received 800 Fall Silk Waists in all the leading makes of silk, magnificently made; latest sleeves. These we start at \$2.98. Worth \$5.00 last season.

ALSO. 400 English Walking Jackets, the most complete styles you ever saw. All made of the latest cloths, tailor cut and tailor made. These we start at \$5.50. A jacket that cannot be duplicated this season at our price.

Rooms are furnished with Curtains. If not, you are lucky. Have bought just 2,725 pairs of Curtains, actual count, ranging in price from 50c to \$37.50 a pair. A more tempting lot of bargains never came to New Haven.

100 pairs Lace Curtains at 50c pair, 400 pairs Lace Curtains at \$1.00 pair, 300 pairs Lace Curtains, worth \$2.50, at \$1.50 pair.

500 pairs Lace Curtains, the Finest and Best patterns you ever saw, worth \$4.50, at \$2.50 pair. The above are samples of what values we are showing.

CHEMILLE PORTIERES. All shades; dado top and bottom. Also knotted fringe, at \$1.38 pair.

CHEMILLE PORTIERES. A regular \$5.50 Curtain. Deep dado top and bottom, 52-inch wide, with deep knotted fringe. Price \$3.50 pair.

A FIRST-CLASS. Opaque Window Shade, with perfect stop roller. Sold everywhere at 37 1/2c. Our price 25c a window.

ALSO. With fringe, 35c a window. GREAT VALUE IN RUGS. 1 1/2 yards long, 3/4 yards wide, at \$1.33. Cocoa Mats, 25c each.

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834-840 CHAPEL STREET, NEW HAVEN.