

SHALL PAY DEARLY FOR TREACHERY

Spain's Position if the Disaster Was Not Due to Accident.

Call Office, Riggs House, Washington, Feb. 16.

I asked a member of the Cabinet to-night to tell me what would be the probable or the proper course for the United States Government to pursue if it should be determined by a competent court of inquiry that a Spanish subject or sympathizer was responsible for the Maine's destruction. At first he was disinclined to discuss this phase of the matter, saying that the President and his advisers were most solicitous for the welfare and comfort of the wounded and suffering and were anxious that the American people should suspend judgment until the responsibility for this terrible disaster was determined after a thorough investigation by a naval court; but finally, after exacting a promise that his words would be taken down verbatim, he said:

"Please preface your dispatch with the statement that President McKinley is reluctant to believe that the Spanish Government had anything to do with this deplorable affair. Indeed, you may say that it is his belief that the explosion resulted from accident. At any rate, his chief concern at this time is for the comfort of the wounded sailors.

"In reply to your question as to the course of the Government should it appear that a Spanish subject or a Spanish sympathizer perpetrated this dastardly deed, I will say that the Government would certainly prefer a claim for indemnity against Spain. This claim would be valid, although the deed might have been committed by an overzealous or irresponsible Spanish subject.

"The cost of the battle-ship Maine was something over two and a half millions. The indemnity for loss of a human life I do not care to calculate. If it should transpire that a Spaniard was the perpetrator of this terrible outrage five million dollars might be demanded as indemnity. Remember now that all of this is based upon the hypothesis that a Spanish subject or a Spanish sympathizer was responsible for the Maine's destruction. And please emphasize my statement that President McKinley is inclined to believe that the terrible disaster was the result of accident rather than design."

"But if it should be demonstrated by a court of inquiry that a Spanish subject was responsible for the disaster, what steps might the United States Government take to enforce its demand for indemnity?" asked The Call correspondent.

"That is a question I decline to discuss," said he.

"I then saw a member of the Foreign Relations Committee of the Senate, who spoke more freely, although unwilling to be quoted. He said:

"The claim for indemnity against Spain could be enforced by taking possession of Cuban custom houses, in case she refused to grant our demand."

"Suppose," continued the correspondent, "that the naval court should show that a Spanish subject was responsible for this deed. Would a mere claim for indemnity in dollars and cents and its payment be considered as satisfactory adjustment?"

"You are rather anticipating things," said the Senator, "but I will give you my opinion. I think that if it is shown that a Spanish subject or a Spanish sympathizer was the perpetrator of the dastardly crime the Spanish Government would be liable to a heavy claim for indemnity. But she is a poverty-stricken nation and five million dollars indemnity would mean a good deal to the Spanish Government. I do not think she could pay it. We would have to whistle for our money."

"Or else take it out of her hide," suggested another Senator.

"But if it is impossible to trace the responsibility for this occurrence, what ought Spain to do?" was asked.

"Why, nothing," said the Senator, "except to send a mere expression of sympathy to the United States. This she will undoubtedly do, as her naval officers in Cuba have already assisted in caring for the wounded seamen."

"What do you think of the story printed in the New York Evening Journal to the effect that it is concluded

that a Spanish spy caused the explosion?"

"I do not think anything of it," said he. "In fact, I do not think anything of any matter that is printed in the Journal."

AMONG THESE ARE THE MAINE'S DEAD.

- WASHINGTON, Feb. 16.—The following is a complete list of officers of the Maine, with their addresses:
- Captain Charles D. Sigbee, Washington.
 - Lieutenant G. F. Holman, California.
 - Lieutenant Carl W. Jungen, New York.
 - Paymaster C. M. Ray, Washington.
 - Past Assistant Engineer, S. C. Howers, Brooklyn, N. Y.
 - Engineer Cadets Fore, Washington, N. C.; Arthur Greenhaw, Alabama.
 - First Lieutenant of Marines Albert W. Catlin, Minnesota.
 - Chaplain J. D. Chadwick, New York.
 - Asst. Engineers J. D. Morris, Oregon, Mo.; D. R. Merritt, Red Oak, Ia.
 - Seamen—Adams, John T., Maryland; Alken, James P., Edinburgh, Scotland; Allen, James W., Portsmouth, Me.; Anderson, John, Liverpool, Eng.; Anderson, Oskar, Sweden; Anderson, H. A., Christiania, Norway; Anderson, Charles, Norfolk, Va.; Anderson, Gustav A., Sweden; Anderson, John, Norway; Anderson, Axel C., Copenhagen; Andrews, Frank, Chemung, N. Y.; Anderson, Abraham, Norway; Augland, Bernard, Osterwell, Sweden; Auchenbach, H. W., Sheridan, Pa.; Wawo, Firstanon, Japan; Barry, Lewis L., Halifax, N. S.; Barry, John P., Kerry, Ireland; Baum, Henry S., Cincinnati, O.; Becker, Jacob, Hesse, Germany; Bell, John E., Alexandria, Va.; Bergman, Charles, Westerville, Sweden; Blomberg, Fred, Chicago; Bloomer, John H., Portland, Me.; Bookbinder, John, Brooklyn, N. Y.; Bell, Fritz, Brandenburg, Germany; Boyle, Daniel J., Philadelphia; Bonner, Leon, Malta; Brinkman, Henry, Oldenburg; Brofeldt, Arthur, Finland; Burns, Adolph C., Baltimore, Md.; Bullock, Charles H., Pine Bush, N. Y.; Burns, Edward, Boston; Burkhardt, Robert, Germany; Butler, Frederick F., Harrison, N. J.; Cahill, Francis, Salem, Mass.; Cain, Thomas, Portsmouth, Va.; Cameron, Walter, Providence; Carr, Herbert, M., Philadelphia, Pa.; Wawo, Firstanon, Japan; Harris, Edward, San Francisco; Harris, Michael, Lewis, Baltimore, Md.; Christiansen, Carl A., Norway; Christiansen, Karl, Sweden; Clark, Thomas, Cleveland, O.; Cochran, Michael, Cork, Ireland; Cole, Thomas M., Philadelphia, Pa.; Coleman, William, New York; Coleman, William, Petersburg, Va.; Conroy, Anthony, Galway, Ireland; Cosgrove, William, Buffalo, N. Y.; Cronin, Daniel, New York; Curran, Charles, Ireland; Dahlman, Berger, Sweden; David, George, Malta; Dennig, Charles, Allentown, Pa.; Donoghue, William, Londonderry, Ireland; Dolan, John, St. Johns, N. F.; Drury, James, New London, Conn.; Dressler, Gustav J., Germany; Dureckin, Thomas J., Corning, N. Y.; Edler, George, New York; Elerman, Charles F. W., Germany; Erichson, Andrew V., Sweden; Ets, John P., Rochester, N. Y.; Evensen, Carl, Norway; Fadda, Carl, F. J., Elizabeth, N. J.; Falk, Randolph, Kensington, Prussia; Fabel, George D., Brooklyn, N. Y.; Fewer, William J., St. Johns, N. F.; Finch, Irubie, Raleigh, N. C.; Fisher, Frank, Ann Arbor, Mich.; Fishel, Alfred, Newport, Rhode; Flaherty, Michael, Ireland; Fleischman, Lewis, Baltimore, Md.; Flynn, Michael, Dublin, Ireland; Foley, Patrick, Cork, Ireland; Flynn, Patrick, Waterford, Ireland; Fogge, George, Chicago; Fougere, John, Arichat, N. S.; Fountain, Bartley, Quebec, Canada; Franke, Charles, Wilsenhansen, Germany; Furlong, James, Logansport, Ind.; Gaffney, Patrick, Kendue, Ireland; Gartrell, William M., Washington; Gardner, Frank, Matawana, N. J.; Gardner, Thomas J., Brooklyn; German, William H., Philadelphia, Pa.; Gerdon, Joseph L., Portsmouth, Va.; Graham, James A., Brooklyn, N. Y.; Graham, Edward P., Jersey City, N. J.; Grady, Patrick, Ireland; Greer, William A., Green Point, N. Y.; Griffin, Michael, Dublin, Ireland; Gross, Henry, New York; Grupp, Reinhardt, Montpelier, Wis.; Hallberg, Alfred, Hanon, Sweden; Hallberg, John, Guttenburg, Sweden; Hamberger, William, Jersey City, N. J.; Hamilton, Charles A., Newport, R. I.; Hamilton, John, Canandaigua, N. Y.; Ham, Ambrose, U.S.A.; Harlan, William C., Philadelphia, Pa.; Harby, Thomas, H. S., Charleston, S. C.; Kane, Joseph, Worcester, Mass.; Kane, Michael, Mansfield, Vt.; Kay, John, Jersey City, N. J.; Kelly, Hugh, Sligo, Ireland; Kelly, John, Brooklyn, N. Y.; Kesskull, Alexander, Germany; Keyes, Harry J., Ellsworth, Ind.; Kiplstrom, Fritz, Sweden; Kinzy, Frederick, New Haven, Conn.; Kinsella, Thomas F., Brooklyn, N. Y.; Kitogata, Yukihi, Japan; Kneise, Frederick H., Troy, N. Y.; Koebler, George W., Brooklyn, N. Y.; Kranyak, Charles, England; Kreus, Hugo, New York; Kushida, Katsusaburo, Japan; Laird, Charles, St. Johns, N. F.; Lambert, William, Hampton, Va.; Lanchan, Michael, St. Louis, Mo.; Lancaster, Luther, Fredericksburg, Va.; Lapierre, George, Montreal, Canada; Larsen, Peter, Bergen, Norway; Larsen, Martin, Denmark; Lawler, Edward, Fall River, Mass.; League, James T., Annapolis, Md.; Lee, William J., Attleboro, Mass.; Leen, Daniel, Ansonia, Conn.; Lees, Samuel, New York; Leopold, Gustav, Schleswig, Germany; Lewis, John, Baltimore, Md.; Lewis Daniel, Albernath, Va.; Lieber, George, New York; Load, John B., London, England; Lohman, Charles A., Sweden; Long, Joerg, Denmark; Louden, James W., West Kent, Va.; Lowrey, Walter, Claremont, Bath, Me.; Lund, William, Finland; Lyden, John T., New York; Lynch, Matthew, Lowell, Mass.; Lynch, Bernard, Brooklyn, N. Y.; Mack, Thomas, Brooklyn, N. Y.; Malone, Michael, Limerick, Ireland; Marshall, John E., Henderson, Ky.; Marsden, Benjamin, Jersey City, N. J.; Martinson, Johan, Sweden; Mason, John H., Haverstraw, N. Y.; Mattson, Edward, Sweden; Mattison, William, Canada; Matiasen, Carl, Christiania, Norway; Matza, John, Watertown, Wis.; Mellstrom, Elmer M., Osage, Mich.; Melville, Thomas, New York; Morse, John, Brooklyn, N. Y.; Mero, Eldon H., Augusta, Me.; Miller, William S., New York; Miller, George, Ghent, Belgium; Mobles, George, Cephalonia, Greece; Moore, Edward H., Charles City, Va.; Montfort, William, Sydney, Ia.; Morin, Pierre, Vious, France; Moss, Gerrard C., Bergen, Norway; Moss, John H., Oxford, N. C.; Mudd, Noble, Prince George's, Md.; Murphy, William, Cork, Ireland; McGann, Harry, Vallejo, Cal.; McGonigle, Hugo, Ireland; McManus, John, J., Davenport, Ia.; McNair, William, Pittsburg, Pa.; McNeice, Francis J., Charleston, Mass.; Nakamane, Tomokishi, Japan; Nielsen, Sophus, Denmark; Nikkelsen, Peter, Denmark; Nolan, Charles M., Boston, Mass.; Nobel, William A., Ireland; Ohye, M., Japan; Ordling, Gustav C., Cincinnati, O.; O'Connor, James, Ireland; Ohagan, Thomas J., New York; O'Neil, Patrick, Ireland; Oregon, Henry H., Boston; Paige, Frederick, Buffalo, N. Y.; Palmgren, John, Helsingberg, Sweden; Panck, John H., Lynchburg, Va.; Perry, Robert, Mobile, Ala.; Phillips, Francis C., Rochester, N. Y.; Pitcher, Charles P., Mt. Pleasant, Mich.; Piskewitz, James, Annapolis, Md.; Porter, John, Cavan, Ireland; Powers, John, Cork, Ireland; Price, Daniel, Stonehall, Mass.; Quigley, Thomas J., New York; Quinn, Charles E., Waltham, Mass.; Rau, Arthur, Germany; Reden, Martin, Turnhamton, Norway; Reilly, Joseph, New York; Riley, John, Philadelphia, Pa.; Ring, William, New York; Robinson, W. J., Robinson, W., New Brunswick, N. J.; Roos, Peter, Sweden; Rowe, James, Tattenham, England; Rusch, Frank, Germany; Rusworth, William, Burnley, England; Safford, Clarence E., Keene, N. H.; Salmon, Michael, Brooklyn, N. Y.; Schwartz, George, Hanover, Germany; Sugisaki, Isa, Japan; Schroeder, August, Brooklyn, N. Y.; Sutton, Frank, Galveston, Texas; Schott, Charles A., Orange, N. J.; Suzuki, Kashotora, Japan; Scully, Joseph A., Baltimore, Md.; Tabot, Frank C., Bath, Me.; Seery, Joseph, Kildare, Ireland; Treackle, Harry, New York; Sellers, Walter, Chambersburg, Pa.; Tohan, Daniel J., Rochester, N. Y.; Shea, Jeremiah, Haverhill, Mass.; Thompson, William H., Philadelphia, Pa.; Shea, Patrick J., Kerry, Ireland; Thompson, George, Jonian Islands, Greece; Shea, Thomas, New York; Tigges, Frank B., New York; Tinsman, William H., Susquehanna, Pa.; Sheridan, Owen, Longford, Ireland; Tinsman, Benjamin R., Philadelphia, Pa.; Tinsman, Daniel G., Washington, D. C.; Simmons, Alfred, Petersburg, Va.; Troy, Thomas, Waterbury, Conn.; Smith, Carl, Hamburg, Germany; Tuhoey, Martin, Clare, Ireland; Smith, Nicholas J., Lynchburg, Va.; Turpin, John H., Smithfield, Va.; Stevenson, Nicholas, Norway; Walsh, Joseph F., Boston; Wallace, John, Lowell, Mass.; Warren, John, Randolph, N. C.; Wallace, John, Lowell, Mass.; Waters, Thomas J., Philadelphia; Webber, Martin V., Bar Harbor, Me.; White, Charles O., Georgetown, P. E. I.; White, John E., New York; Whiten, George M., Middleburg, Va.; White, Robert, Portsmouth, Va.; Wickstrom, John E., Helsingborg, Fin.; Wildams, James, St. Thomas, W. I.; Williams, Henry, Elizabeth City, N. C.; Wilson, Albert, Stockholm, Sweden; Wilson, Robert, Glasgow; Wagner, Frederick, Wilkesbarre, Pa.; Willis, Alonzo, Keyport, N. J.; Wilbur, Benjamin R., Philadelphia, Pa.; Wilson, George W., Redbank, N. J.; Seliger, John H., N. B.
 - The detachment of United States Marines assigned to the battleship Maine, according to the muster roll of January, 1898:
 - First Lieutenant A. W. Catlin, First Sergeant Henry Wagner, Sergeants Michael Meehan and J. W. Brown, Corporals J. R. Burns, Joseph Schoenal, H. Richter and F. G. Thompson, Drummer J. H. Dierking, Firer C. H. Newton, Privates William Anthony, John Bennett, V. H. Botling, George Brosman, John Coffey, M. C. Downing, C. P. Galping, C. W. German, C. E. Johnson, W. J. Jordan, E. T. Rean, Frank Kelley, G. M. Lamiette, Paul Loftus, P. A. Lesko, Joseph Lutz, John McDermott, William McGuinness, Ed McKay, J. P. Lonsan, T. J. Newman, J. H. Roberts, H. E. Stock, James Strangman, E. B. Suman, E. B. Fimpany, H. A. Vanhorn, R. V. Warren, R. E. Wils.

CAPTAIN SIGSBEE CALLED TO APPEAR

HAVANA, Feb. 16.—Captain Sigbee has cabled to Washington that it would be advisable to send no more warships to Havana, but to send relief boats. The Mangrove, lighthouse tender, has arrived and the Laurel is also expected. Admiral Manterola has summoned Captain Sigbee to appear before Military Judge Peral and the Marquis Ensenada, and has notified him also that joint committees of American and Spanish naval officers will be appointed to investigate the cause of the explosion.

TWO HUNDRED AND FIFTY-EIGHT DEAD.

KEY WEST (Fla.), Feb. 16.—The United States cruiser New York, with Admiral Sigsbee on board, reached San Key, eight miles out this evening and anchored. She was ordered to supply

the survivors of the Maine with clothing and necessities.

Captain Sigbee's message to Commandant Forsythe of the naval station here, received to-day, reads:

HAVANA, Feb. 16.—Advise sending American vessel at once. The Maine is submerged, except the debris. Mostly the wreckage of the rigging and masts are still missing and there is but little hope for their safety. Those known to have been saved are the officers and twenty-four unjured of the crew. The remainder are now on board the Ward line steamer, in the City Hospital and at the Massachusetts Hotel, so far as known. All the others went down on board or near the Maine. The total loss or missing is 258, excepting those who were in the compartments of a suit of clothes, and that is wet with harbor water.

The Ward line steamer leaves for Mexico (Veracruz) at 2 o'clock this afternoon. The officers saved are uninjured. The damage was to the compartments of the crew. Am preparing to telegraph list of saved and wounded.

The authentic figures as given of the casualties are 104 saved and 251 dead.

It was a sad scene at the dock to-night as the wounded sailors were carried to the waiting ambulances by artillerymen and officers and tenderly placed on stretchers for conveyance to the Marine Hospital. The brave fellows bore their sufferings admirably, and some limped through the lane of eager faces with their arms in slings, heads bound and blood-stained bandages on legs or trunks.

SACRIFICED THEIR LIVES TO SAVE THE SHIP.

HAVANA, Feb. 16.—George Cowler, an accountant of the Maine, is among the men seriously wounded. The crew of the steamer Colon saved two wounded men.

The Maine, at the time of the explosion, was at anchor about five hundred yards from the arsenal and some two hundred yards from the floating dock. The explosion put out the street lights near the wharf and blew down telegraph and telephone wires in the city. Admiral Manterola and General Solana put off to the Maine soon after the explosion and offered their services to Captain Sigbee.

Vurnel, Burkhardt, William McGuinness, J. H. Bronner, Alfred Johnson, George Bolsmet and Charles Bagnan were succored at the San Ambrosio Military Hospital, and James Ródre, Francis Kehet, Daniel Cronin and George Robert received attention at sanitary headquarters.

The first explosion is said to have been caused by over 600 pounds of cotton, and the subsequent explosion is alleged to have been caused by shells and cartridges.

Among the saved on board the City

of Washington is a Mr. Dressler (Gustave G. Dressler) of the Maine, who has lost both his eyes. The passengers of the City of Washington gave up their staterooms to the injured men. An iron truss from the Maine fell on the pantry of the City of Washington, breaking the tableware of the steamer.

Lieutenant-Commander Wainwright of the Maine was half dressed at 9:45 p. m. and was smoking in his cabin, next to that of Captain Sigbee, it is said, when the explosion occurred and he fell at the electric light. Wainwright then lighted a match and went to Captain Sigbee's cabin. The captain, it appears, had been thrown from his bed but was uninjured. They both went on deck and gave orders to flood 2500 pounds of gun cotton which was on board. The order was carried out, but the men who fulfilled it never returned. Havana, however, was saved from a still more terrible explosion.

SEAMEN SUSPECT THE SPANIARDS OF HAVANA.

JACKSONVILLE, Fla., Feb. 16.—A special to the Times-Union and Citizen from Key West, Fla., says: The steamer Olivette arrived here to-night with a large number of the wounded and many other survivors of the Maine disaster. The officers were, as a rule, reticent and followed in line with their chief, Sigbee, in saying that the cause of the explosion could only be ascertained by divers. But many of the sailors were outspoken in their declaration of belief that the explosion was a deep-laid plot of the Spaniards. They are greatly incensed against the Havana people, who have shown them no special courtesy, who look upon their presence as a national affront and who have published anonymous circulars captioned "Down With Americans!" They believe that the authors of such expressed cowardly hatred would not hesitate in terrible vengeance such as the blowing up of the Maine.

These sailors, acquainted with the drills discipline and ensemble of a man-of-war, pooh-pooh the idea of an internal explosion as the last thing to be thought of.

LIEUTENANT BLANDIN'S STRANGE EVIL LUCK.

One of the unaccountable incidents of the disaster is the fact that Lieutenant John I. Blandin was the officer of the deck when the Maine quivered under the forces of the mighty power that shattered her great steel frame to pieces. He was standing well aft in the superstructure, when the solid deck under him sprang upward, throwing

him backward with considerable force. It was not the first time that Lieutenant Blandin had felt his ship go down beneath him. When the great hurricane burst over Apla harbor, he assigned then—was deck officer on board the United States ship Trenton. All his watch he had walked the deck and he had seen the barometer go down, down till it seemed that the mercury in the glass would disappear through the deck. The British steamer Calliope was preparing to run for the open sea while there was yet time, but Admiral Kimbrey, watching the anchored German ships, refused to leave the harbor till the gale swept down and held him in its grasp. So Blandin walked the deck, watched the glass, while the American anchored waited.

The storm broke, the Calliope slowly pulled out to sea, while the Vandalla, Trenton and Nipsic, with the German ships they were watching, went on the reef.

Blandin, washed from the Trenton's shattered deck, floundered through the breakers and was heaved ashore, battered and bruised. He recovered from his injuries, and thought of resigning, believing he had passed through enough of horror for one man's life; but he remained in the service to catch the Maine.

SPANISH NEWSPAPERS REGRET THE DISASTER.

MADRID, Feb. 16.—The United States Minister, General Woodford, did not receive news of the loss of the Maine from Washington. His first intimation of the news came from the Spanish rear admiral, who called at the United States legation to express, in behalf of the Spanish Government, regret of the disaster which had befallen the American warship. The details then reached General Woodford in the dispatches.

The Imparcial published an extra edition, saying that the news had produced a deep impression in Madrid. The Premier, Senor Sagasta, personally informed the Queen Regent of the loss of the Maine.

The Epoca says: "Whatever the relations between Spain and the United States, Christian feeling and humanity compels us to regret the catastrophe. The spectacle of so many lives suddenly launched into eternity inspires compassion."

The Herald remarks: "Although the Americans represent us as a people devoid of virtues we must face this horrible misfortune sincerely and express feelings of compassion."

The Herald adds: "In the face of provocative Americans we shall always remain proud people; but in the face of men in misfortune of whatever nationality our hearts are always full of pity."

TO GREET A CRUISER OF SPAIN

New York Preparing a Reception for the Vizcaya.

NEW YORK, Feb. 16.—Preparations are being made for the reception of the Spanish cruiser Vizcaya, which is daily expected here. If the Spanish cruiser is hovering near these coasts she would have found it difficult to approach on account of the off shore gale which was blowing all day to-day and to-night. It is thought that she will put into Bermuda for coal before she comes to an American port to salute the flag of the United States and to exchange international courtesies.

Arturo y Baldasano y Topetr, the Spanish Consul-General, anticipates that the appearance of the cruiser in

this harbor will be the beginning of many pleasant social functions and official visits.

Down at Sandy Hook observers were watching intently for the vessel which is hovering near these coasts she would have found it difficult to approach on account of the off shore gale which was blowing all day to-day and to-night. It is thought that she will put into Bermuda for coal before she comes to an American port to salute the flag of the United States and to exchange international courtesies.

Arturo y Baldasano y Topetr, the Spanish Consul-General, anticipates that the appearance of the cruiser in

ADVERTISEMENTS.

PRAISE FOR OUR BACON!

Those outfitting with us for Alaska, and it's been a goodly crowd, have been loud and lavish in their praise on the quality of bacon we have supplied them, and the methods we use in packing our groceries and provisions. Everything is done neatly, concisely and labeled rightly. You can lay your fingers on anything you want, and quickly, when we pack for you. We know how to pack.

There's a lot of good grades of evaporated fruits and vegetables in the market, but there's always a better best. Ours is that better best. Nothing is too good for our patrons, and then our prices are way below others for that better best. That's the reason why the majority are outfitting with us. We know our business.

You know foods are the principal thing you want to look to in going up to the northern country, and we make it a point to give you only the best. Everything is inspected before packed. A lot of 'em quote you the best, but there are a great many kinds of "best." We recognize only one best, the best the world produces

Steer clear of all those houses that employ coppers and steers. You're money out of pocket if you listen to the wiles and snares of these coppers, steers and commission men that hang around the hotels. The money that other houses pay to these people we give direct to you.



OUR MACKINAW CLOTHING

Is made of the best woolsens that money can buy and constructed under our immediate supervision, insuring to you the very best the world affords.

Everything You'll Need! We're Complete Outfitters!

The way we figure we mean to get your business — and then you have behind that all the intrinsic worth and value of everything we handle, and then our sterling reputation for honest and upright dealings.

Raphael's 9-11-13-15 KEARNY ST. TWO ENTIRE BUILDINGS—EIGHT FLOORS