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A WINDFALL

For Hotel Keepers, Boarding-House Keepers, Restaurant Keepers, Room Keepers, and others who are now Refurnishing.

Twenty Tons of Above Goods on Sale This Week.

A. KATZ.

S. W. Corner Douglas Ave. and Main St.

THE BRITTON BEATEN.

The Great International Yacht Race for the American Cup Run

Yesterday in the Sandy Hook Course, off the Jersey Coast, was

Won by the Big Boston Sloop Mayflower over the English Cutter Galatea by Two Miles.

The Vantage Ground at the Start With the Visiting Yacht, but Superior Skill in Handling

The Matchless Yankee Craft Speedily Brought Her to the Fore and She Gained to the Finish.

The Race Witnessed by Fifty Thousand Eager Spectators--Incidents of the Contest in Detail.

Weather Report.

WASHINGTON, Sept. 8, 1 a. m.--Incursions for Illinois and Missouri: Fair weather, followed by local rains; slightly cooler; southerly winds, becoming variable.

For Kansas: Local rains; nearly stationary temperature; variable winds.

MARINE TORNAMENT.

The Two Types of Clipper Craft Glide Gaily Over the Waves.

NEW YORK, Sept. 7.--This has been the greatest yachting day that New York has ever seen, and another day of glory for Boston, for her latest and prettiest product of naval architecture, the sloop yacht Mayflower, has won the first race of the international series, against a powerful antagonist, the British cutter Galatea. With a steady breeze from the southwest, permitting to carry all their sails, the Galatea was beaten 12 minutes and 40 seconds, actual time, or 13 minutes and 2 seconds corrected time, the Mayflower having given her 28 seconds time allowance, according to the New York Yacht club rules, under which the races are sailed.

The contest was eminently fair for both yachts inasmuch as half the course sailed gave almost windward work, while the other half was with free sheets. Although the cutter was defeated she has shown herself to be a faster yacht than the Genesita in a light breeze, and one that may be very hard to defeat in a strong breeze and sea way.

It has been a day of excitement, such as is seldom seen in New York. From dawn till dark, aloft or ashore, in hotel, club or 'change, "the yacht race" was the leading topic of conversation.

By 10 o'clock in the morning the thousands who were going to witness the race had embarked and steaming down the bay to the rendezvous off Bay Ridge, L. I., where lay the two types of clipper craft, ready for the grand marine tournament.

SANDY HOOK, N. Y., Sept. 7, 8 a. m.--The indications of the rising sun was a dull glare in the eastern sky. There was not the smallest patch of blue sky; heavy, black looking clouds were scurrying toward the southwest, propelled by an eight knot breeze. An hour later the aspect was not more promising. A nasty drizzle set in which made things very unpleasant--atmosphere heavy and muggy. The sea only within a radius of two miles was visible. About 7 o'clock the rain fell. No storm or even cautionary signals were displayed from the signal service station. Steam fog horns were in operation all night, and until about 7:30, then the sun's rays burst through an opening in the cloud banks and two distinct lights of almost blinding whiteness were the first signal of clearing up. The air became clearer, and in a few minutes Coney island and light ships were plainly visible.

NEW YORK, Sept. 7, 10 a. m.--The yachts are now getting in position for the start. Weather hazy in the bay and seems to be getting thick outside; wind cast southeast about eight miles. SANDY HOOK, Sept. 7, 8:50.--The wind has fallen off to about five knots; fog has begun to roll in from the sea. The racers will have to buck tide both in and out.

SANDY HOOK, Sept. 7, 9:20.--The wind has increased to about eight knots, blowing from the eastward. The sailing craft are in the horse shoe and about the hook making good headway. The racers will be able to lay the courses straight out of the Narrows and down the southeast spit.

Weather somewhat hazy; clouds indicate wind moving up from the horizon. At 1:12 the Galatea lowered jib top sail, and at 1:12 the Mayflower tacked and closed under quarantine, the cutter following suit a minute later. The breeze was fresh and every moment and the prospects for a fine race were encouraged. The large fleet of accompanying steamers made trouble for the yachts at times, and they had to be chased away by the judges' boat.

When the Mayflower tacked to port at 1:21 she had Fort Lafayette under her quarter, while the Galatea was yet under Fort Wadsworth. The Boston sloop crossed her bow fully a quarter mile to windward three minutes later, and steadily increased her lead.

At 1:19 when the Galatea tacked to port near buoy 10, the sloop was leading her by three-quarters of a mile. The fleet had just begun to make and Captain Joe Elliott, who piloted the Mayflower, was working it for all he was worth. Capt. Sam Gibson, pilot of the Galatea, was also doing his best in that direction, but the advantage was not in his hands. He finally "split tacks" with the sloop and going about 11:30 held the port tack while the Mayflower made too and gained by the operation fully one-half a mile. Both then made short leads for the buoy.

NEW YORK, Sept. 7.--The start for the first competitive race for the American cup between the English cutter Galatea, and the Boston sloop Mayflower, was made at 10:54, 30 o'clock, and was witnessed by at least 50,000 people. Both yachts went over the line at the same time, and for more than half an hour they hugged the starting point, each maneuvering for any advantage a slight in the wind or the last ebb of tide might give them. Chance favored the Galatea, for just as the whistle

of the Luther G. Ward screeched out the signal for the start, a brisk wind set in from the southeast and gave the English cutter the advantage of position. Clouds that had bagged the wind during the early morning seemed to break just in time, and the white winged flyers took their course in fine style.

Never was there a prettier start and never were two yachts pitted against each other in better, or more perfect working order. Nor were there ever before two yachts so unlike in build that resembled one another more closely. Over the line the Galatea caught the wind and drew ahead with a bound. Her lead, however, was not long lived. The jib top sail of the Mayflower was set and it filled sufficiently to bring her nose and nose with the cutter, although she was perfectly blanketed by her. Then she began to come in earnest. Both boats were hauled as close as they would stand, the Mayflower being eased off a little towards the Long Island shore, thus getting the lead of the Galatea. The English boat was then put about and stood off toward Staten Island. The Mayflower was put about almost as quickly and headed in the same direction.

Wind has freshened considerably by this time and the competing yachts promised much for their respective owners. As they went down the Narrows the Mayflower length in a fair lead. The yachts have started, the Mayflower is slightly in the lead; wind light. 11:35 a. m.--The Mayflower is now on port tack, having a slight lead passing the quarantine station. 11:39 a. m.--The Mayflower is now passing Fort Wadsworth over a quarter-mile ahead.

11:48 a. m.--The Mayflower is about three lengths ahead; the Galatea is near Hoffman Island. 12 m.--The Mayflower, on port tack, crossed the Galatea's bow and is about one length in the lead to windward. They are splitting tacks off Hoffman's island; wind six miles, southeast; weather fair. The Mayflower passed West bank at 11:47, bound out; the Galatea at 11:15. The Mayflower leads by about half a mile. SANDY HOOK, N. Y., 12:10 p. m.--At noon the wind had shifted more to southward and came in puffs. During the stretches down the channel it was close work and at one time the cutter Bradford, being on port tack, had to fall off to allow the Mayflower to cross his bow the latter had the right of way. Working schooners and fishing smacks troubled the yachts very much near Hoffman's Island. The lower hospital stands was apparently not aware that they were interfering with the champions. At the time the yachts reached the lower hospital stands the latter were still in the lead. At 1:43 all the way from Sandy Hook narrows was dotted with yachts. Steamers carrying members of the New York, Atlantic and Penwauke clubs are among the fleet. The United States steamer ran aground at 1:30 at the lower hospital stands, and a few feet from her stern and started down after the big ones. All steamers are keeping to the leeward of the yachts, but swells from the paddles are retarding the racers' progress. The beach at the Hook is crowded with spectators and all mammals of the sky are black with people. At 2:15 wind was from the southwest, at 14 miles, and the yachts were about three miles from Sandy Hook light ship. The American boat was being well handled and had increased her lead to a mile, and had forged on a steamer as she was turning the finishing point. The run home will be interesting, with sheets of fire.

3:10 p. m.--The wind is 16 miles an hour from the south-southwest; weather clear. At 3:07:35 the Galatea was passing Scotland light going in; she is a little over two miles behind the Mayflower. 3:10 p. m.--The Mayflower has passed buoy 10 and is going up ship channel. She is getting her spinnaker ready. The Galatea passed buoy 5 at 3:04.

3:42 p. m.--It is the Mayflower's race; the Galatea is hopelessly astern. The Mayflower is passing the hospital ship Illinois at 3:44. She is well ahead of the Galatea and is sure to win. The Mayflower crossed the line winner at 4:22 p. m. SANDY HOOK, 3:25 p. m.--The Mayflower has passed the hospital ship and is coming down the course on port tack, leading the Galatea about a quarter-mile. The Mayflower went about one starboard tack at 11:13 and headed for Coney island and is leading. The cutter lost her wind by standing in too close to Staten island; three Scotchmen later the Galatea went about, the Mayflower caught a streak of wind and increased her lead rapidly. The English sloop, however, had the windward position. Water unusually calm.

At 11:31 the Mayflower tacked again and on port stretch, stood for Staten island. The Galatea was passing the hospital ship Illinois at 3:44. She is well ahead of the Galatea and is sure to win. The Mayflower crossed the line winner at 4:22 p. m.

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PARTISAN POLITICS.

The Vermont Elections Result in Sweeping Triumph for Republicans.

Ormsbee Elected Governor, Edmunds Endorsed for the U. S. Senate.

The Congressional Delegation Solidly Republican and the State Legislature Almost Ditto.

The Combined Cosmopolitan Opposition Showed Under by the Resolute Republicans.

A Bloody Political Riot in St. Louis--Party Potpourri--Trials of the Claquers All Around.

POLITICAL POINTS.

Vermont Election.

WHITE RIVER JUNCTION, Vt., Sept. 7.--Although this is an off year and no question of public policy of a very important nature is to be decided by today's election, it is evident that both the Republican and Democratic parties will poll a vote largely in excess of that usually cast in an off year. The relative strength of the three principal parties in the state as exhibited in previous elections remains unchanged. The main issue for the Republicans involves the election of a United States senator to succeed Mr. Edmunds. The Democratic managers are making strenuous efforts to poll a large party vote. There are three tickets in the field, viz: Republican, Democratic and Prohibition. The offices to be filled are governor, members of congress, treasurer, auditor and secretary of state.

In the election for governor 64 towns give Ormsbee (Republican) 11,858 votes, and Sheriff (Democrat) 6,192, a majority for Ormsbee of 5,666.

The returns thus far received from the first congressional district are as follows: Stewart (Republican) 3,375, and Bingham (Democrat) 1,690, a majority for Stewart of 1,685.

The returns so far from the second congressional district are: Grant, (Rep.) 6,540; Folsom, (Dem.) 2,914, a majority for Grant of 3,626.

Forty-two towns returned Edmunds representative; from seventeen there is no action taken. In some places the district was divided, a great number of districts assemblies also makes it impossible for the general officers, even with the assistance given by the executive board at the Cleveland meeting, to keep up with the business. The result is important matters frequently cannot be investigated promptly enough to prevent dissatisfaction.

To remedy this, it is proposed to model the government after that of the United States--that is, to have state organizations and a supreme or national assembly. The state assembly, under the new plan, will have control of the territory under their jurisdiction, but the acts of their officers will be subject to reversal by the general assembly. The Mr. Powderly will retain complete control, while gaining relief from routine work which now falls on his shoulders. The plan has been thoroughly canvassed since the adjournment of the Cleveland convention and there is little doubt that it will be adopted.

Anti-Amalgamation.

INDIANAPOLIS, Ind., Sept. 7.--The annual meeting of the National Federation of coal miners began here this afternoon. About seventy-five delegates are present from Indiana, Ohio, Illinois and Missouri. John M. Burke of Ohio was chosen president, and a number of committees appointed. The report of the secretary, Mr. Evans, was then read. The secretary takes strong ground in favor of the trades union principle and opposes any movement looking to amalgamation as a body with the Knights of Labor. The treasurer's report showed receipts of about \$2,500; expenditures \$1,900.

Under a Falling Wall.

INDIANAPOLIS, Sept. 7.--This afternoon while a force of men were engaged in tearing down the old Young Men's Christian Association building, preparatory to the erection of a new one, the spring of an inside wall threw down an upper tier of joists, upon which were twenty-one workmen, precipitating them all to the floor below, about twenty feet. All of the men were more or less injured. They were rescued by Albert Schumacher of Jankaus & Schumacher, skull fractured.

Among the Scientists.

SARATOGA, N. Y., Sept. 7.--At the session of the local scientific association this evening the following officers were elected: President, Carroll D. Wright, Boston, Mass.; vice-president, Francis Wayland, New Haven, general secretary, F. B. Sandborn, Concord, Mass.; treasurer, An on Phelps, Stokes, N. Y.; directors: Dorman B. Eaton, Horace White, Chas. A. Peabody, N. Y.; Washington Gladden, Columbus, Ohio; F. J. Kingsburg, Waterbury, Conn.; T. W. Higginson, Cambridge, Mass.; G. T. Angell, Boston; H. L. Wayland, Philadelphia; P. R. Woodruff, Spartanburg, S. C.; and Geo. W. Cable, New Orleans.

Mail Service Society.

WASHINGTON, D. C., Sept. 7.--The twentieth annual convention of the United States Railway Mail Service Mutual Benefit association began its regular session this morning. There was a large attendance of members. First Assistant Postmaster General Stevenson made the address of welcome. The secretary, Mr. Bingham, in his annual report which was read, stated that during the past year \$6,128 had been paid out for benefits; 111 new members had been admitted, 51 had been dropped and there were four deaths.

A Big Haul.

NEWARK, N. J., Sept. 7.--A safe in J. G. Harrison's commission store at 502 Broad street, was robbed by a sneak thief yesterday, who secured booty valued at over \$20,000.

Periodic Quake.

CHARLESTON, S. C., Sept. 7.--A very slight earthquake shock lasting five seconds, was felt here at 11:42 this morning.

Obituary.

JUNCTION CITY, Kan., Sept. 7.--The remains of Hon. Wirt W. Walton were followed to the train this p. m. by one of the largest processions ever seen in this city. All business places were closed and city officers and board of trade accompanied the remains to the train, headed by Kilian's band playing a funeral dirge. The Knight Templar of this city and Clay Center took charge of the remains. Many citizens of Clay Center came down today.

Even the Garfield memorial service held here two years ago did not begin to compare in pomp and ceremony with the parade held in this city this evening in honor of the return of the remains of Hon. Wirt Walton. Every business house in town with but two or three exceptions, was draped in mourning and pictures of the deceased were in many places displayed with appropriate drappings. A special car was furnished at Junction City; also an escort of honor, composed of prominent Knights Templar and the government of that city in junction.

From 2 to 3 o'clock p. m. business was suspended and the citizens in a body did honor to our illustrious townsman. As the train steamed into Clay Center it was met by thousands of people, all the civil, military and secret organizations, and hundreds from abroad who had come in on the early trains, led by the Dispatch band.

The body was escorted by the martial multitude to the rooms lately occupied by the deceased, where it is now lying in state.

Funeral services will be held Wednesday at 11:30 o'clock, under the auspices of Coronado commandery of this city. The chances now are that there will be an immense throng present.

OVER THE OCEAN.

England.

LONDON, Sept. 7.--The Daily News approves the government attitude on the Bulgarian question as expressed by Sir J. Ferguson, under foreign secretary, in the house of commons yesterday.

The statement that England is about to abandon the island of Port Hamilton is untrue. The cablegram sent here from Washington containing the views of Major Powell on the causes of the Charleston earthquake was read at today's session of the geological branch of the British Science Association. The meeting was crowded by scholars anxious to hear the contents of the cablegram. The dispatch provoked a lively discussion.

The second battalion Grenadier guards embarked at Woolwich today for Ireland. In the house of commons Mr. Sexton gave notice that he would question Sir Michael Hicks-Beach, chief secretary for Ireland, as to the truth of the statement that a reporter in the employ of the British government had been following Mr. Michael Davitt on his trip through Michigan and had taken down his speeches in full.

RUSSIA. St. Petersburg, Sept. 7.--The Novoye Vremya advocates the formation of a Bulgarian regency, which shall enjoy the confidence of Russia and inherit Alexander's right to govern eastern Romania. The same paper discusses a union of Bulgaria and Russia, desecrating upon the advisability of a temporary Russian military occupation, and refers to the policy of Russia affording material support to the new Bulgarian government without interfering in the internal affairs of the country, so as to harmonize Bulgaria's foreign policy with Russian Pan-Slavist interests. Bulgaria's vassalage to Turkey, which the Novoye Vremya would afford a convenient condition to realize the above combinations, if Russia bought or obtained by other means Turkey's suzerainty rights in Bulgaria.

The St. Petersburg Gazette (German) says the most equitable solution of the Bulgarian problem, would be for Russia to occupy in Bulgaria, a position similar to that occupied by Austria and Herzegovina, the powers consenting as in the Austrian case.

Bulgaria.

SOFIA, Sept. 7.--Bulgarian nobles have joined in a petition to the czar. They ask whether Russia will allow the national assembly to elect a successor to Alexander and whether Russia will grant Bulgaria a loan. If the demands are not acceded to the nobles intend to oppose the departure of Alexander.

Princess Alexander has twice met the officers of his army who called to persuade him to remain on the Bulgarian throne. On each occasion he besought them to refrain from opposing his departure. The officers express deep sorrow but promise to follow Prince Alexander's wish. Prince Alexander will leave Sofia September 13.

Ireland.

BELFAST, Sept. 7.--A number of the county police who have been here on riot duty, departed for their regular stations. The body of the others will be dismissed homewards next week.

Austria.

VIENNA, Sept. 7.--The Neue Frede Presse says many troops are being shipped, at Odessa, ostensibly for Crimen, but it is really believed in readiness for action in Bulgaria.

Greece.

ATHENS, Sept. 7.--Fresh shocks of earthquakes were felt in this city and at Kalavrita and elsewhere. Rumbulings were heard yesterday throughout Peloponnesus.

France.

PARIS, Sept. 7.--Five men were killed and seven injured today at Lunerville by the bursting of a steam boiler.

Mexican Revolution.

ST. LOUIS, Sept. 7.--The Globe-Democrat of El Paso, Tex., special says: The long threatened revolution in Coahuila, Mexico, has at last broken out and people who are best acquainted with the Mexican character, predict a great political upheaval within six months.

VICTORIA, Mex., Sept. 7.--Governor Collar is in receipt of telegrams informing him that Pillozo Rodriguez Martinez, a brother of the famous coyote, crossed the Rio Grande near Bema leading thirty-three Texas Mexicans to join the revoltists. The Coyote has issued a red proclamation calling the patriots to arms.

Cuba Sinking. HAVANA, Sept. 7.--Several springs have recently appeared near the village of Cerbalonga, near Havana, the water from which has formed a lake, threatening the village with inundation. Several plantations and factories are already submerged and the water which is now three feet deep, is slowly invading the village. A large number of the inhabitants have left the town.

Texas Fever in Illinois. CHICAGO, Sept. 7.--The Times Democrat, Illinois special says: State Veterinarian Caswell today decided that the disease which has caused the death of ten or twelve cows near Decatur within the past week is Texas fever. It was brought to Decatur by a herd of Cherokee cattle. They have been shooed for several days and so further spread of the fever is expected.