

MUNSON & McNAMARA.

123 and 125 MAIN STREET.

We are Daily receiving Immense Quantities of

NEW -:- GOODS

In Every Department.

Among which can be found RARE BARGAINS.

Our Dress Goods Department is unusually crowded with new and desirable fabrics that we are now running off at

Very Low Prices

We are Making

Cut -:- Prices

On Linens, Towels, Napkins and all housekeeping goods. Make an examination of our immense stock, it will prove to your advantage.

MUNSON & McNAMARA.

Opposite Postoffice.

Philadelphia Store

Corner Douglas av. and Market St.

The Fastest On Record.

Electric Prices

APPLIED TO

Blankets, Bed Comforts and Domestic Goods.

Sheetings, Shirtings, Tickings, Prints, Cheviots, Sateens, Blankets, Bed Comforts, Etc. Etc.

Far Below What They

Cost the Men who Made Them

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 MAYFLOWER WINS

The Second Race With the English Cutter Yacht, Galatea, Run Yesterday.

Fickle Winds Prevent Fast Time to the Finish, so That the Winner Barely

Crosses the Line in Time to Make the Cup.

The Galatea Made a Pretty Sight as She Laid Down Her Scuppers and Began the Chase.

An Exciting Game of Ball Between the Chicago and Detroit Clubs—Other Sporting Points.

Weather Report.

WASHINGTON, Sept. 12, 1 a. m.—Indications for Indiana, Illinois and Missouri: Local rain, slightly cooler, winds shifting to westerly.

For Kansas: Fair weather, slightly cooler, variable winds.

THE CONTEST DECIDED.

The Second Race Between the Mayflower and Galatea Won by the Former.

New York, Sept. 11.—Today's race has decided upon which side of the Atlantic the America cup shall stay for at least another year. It resulted in a glorious victory for the sloop Mayflower. When she finished this evening at 6 m 48s, the Galatea was nearly two miles astern. The course was twenty miles to leeward and return from Scotland lightship.

The race was sailed in a breeze that blew fresh from the northwest for three hours, then veering two points to the westward. It fell light the last hour of the contest, being little better than a drift, the Mayflower having only 5m 20s to spare when she crossed the finish line, as the time limit of the race was only 7 hours.

The Galatea was defeated on every point of sailing by the Mayflower. In the run out to the outer mark with spinnakers set, she was beaten 13m. 45s, and in the windward work over half an hour. There is great rejoicing among the yachtsmen here tonight, while the Bostonians are fairly wild with delight.

Off the whistle buoy at 10:15 the Galatea was cast off; her crew soon made sail, while the Mayflower did the same, both setting their club top sails. When the judges boat ran along side the Galatea, Lloyd Phoenix, representing the New York Yacht club, told the regatta committee that Lieut. Henn was very sick in the cabin and that he wished the course to be made 15 miles instead of 20, so as to be sure and finish within a reasonable time, in case it should fall calm. He wished the Luckenbach to tow the cutter back if the race was not completed, so that he could see a doctor early.

Secretary Robinson said he would consult with General Paine as to the length of the course. That gentleman when seen said he would leave the matter entirely in the hands of the committee. They decided that the course would be 20 miles, and steaming back to the Galatea; that course was given them.

Capt. Bradford was sailing the cutter, Beaver Webb looked after the sails, while Mr. Henn peeped out of the companion way with an anxious look in her eyes, for her husband's condition alarmed her.

A fleet of steam crafts nearly as large as that of Thursday had assembled near the starting point, Highland Light. The mammoth flag-bedecked steamers Grand Republic and Columbia and the iron steamers Circus, Copus and Tecumseh were black with their human freight of yachting enthusiasts. The breeze was freshening every moment and as it was the first time the yachts had come together with half the contest to be sailed to windward, there was considerable discussion as to the probable result. The official time of the start was: Mayflower, 11 hours, 24 minutes, 40 seconds; Galatea, 11 hours, 24 minutes, 10 seconds.

With a twenty mile run before them there was an excellent opportunity to test their speed in a steady breeze and with very little sea. For about twenty minutes the Galatea held her own with the sloop, but after that she was practically out of the race, for the Mayflower was leading her nearly a mile when half the distance to the "outer mark" was covered.

At 11:30 the outer mark hove in sight and in half an hour the fleet of steamers, numbering thirty-one, gathered round it to await the coming of the yachts. The wind had fallen light and had centered a point to the westward. Down came the trio like white winged birds before the wind.

The Mayflower's balloon jib top sail came in 1:45, 30 seconds later in came her spinnaker, and at 1:55 she gybed to port and came for the mark, close hauled on the starboard tack luffing grandly.

A few moments later amid a serenade of steam whistles, the prince of Boston under three lower sails and club top sail began her windward work with a lead of nearly a mile. The Galatea gybed at 1:52:30, having "doused" her spinnaker three minutes before. The time of rounding the outer mark was: Mayflower 1h, 55m, 5s; Galatea 2h, 10m, 2s.

The Priscilla luffed around the mark only three minutes after the Mayflower. The Galatea made a very pretty picture as she laid down to her scuppers and began her chase to windward after the sloop. Both had all the wind they wanted to carry club top sails.

Capt. Stone put the Mayflower about at 11:15 and stood to the northward. Beaver Webb was sailing the Galatea; he refused to tack at 22. Capt. Stone brought the Boston sloop around again, she has then over a mile on the cutter's weather beam.

Both yachts went about at 4:20, and stood to the northward. They were off Deal beach at this time, and the wind was growing lighter every moment. The Mayflower was lucky enough to hold a light air under the land, while the Galatea lay almost becalmed for twenty minutes.

The cutter tacked at 4:35, and made a short board in shore, going about again at 4:45. From here the sail off the New Jer-

Booming Great Bend.

Special Dispatch to the Daily Eagle. GREAT BEND, Kan., Sept. 11.—The recent rains have had a cheering effect on the farmers of this county, and the prospect for a large trade this fall is good.

The farmers are all busy with their fall seeding. It is estimated that the acreage for wheat will be larger this year than that of any preceding year by one fourth.

The ladies' silver cornet band was out serenading last night, and our citizens were treated to some very excellent music. The rapid improvement they have made in the last three months is indicative of the proficiency they will ultimately reach. The band is composed of some of the best young ladies of the city.

Mrs. Loop, of Los Angeles, Cal., is visiting her sister Mrs. E. C. Welles. She will visit Chicago and other points in the east before returning to her home on the Pacific slope.

A baseball association has been organized and grounds selected, which will be fenced immediately. The boys claim the Great Bend club to be the best this side of Topeka.

The building boom still continues. Two hundred feet front in business blocks is on the "boards" for the near future, including a three story brick hotel. The growth of Great Bend in the last eight months has simply been phenomenal.

Bo Peep Welles is lying seriously ill at her home on the corner of Forest ave. and Williams street.

Dr. A. Y. McCormack is confined to his bed with typhoid fever.

Pedaleptic. PITTSBURGH, Sept. 11.—The half mile foot race between Bryan of Philadelphia, and Priddy of this city, for \$1,000 and the championship of the state, at Exposition park, this afternoon, was won easily by the former, in 1:52 1-2.

LONDON, Eng., Sept. 11.—Cummings beat George in the four mile run at Preston, today.

CAPITAL BUDGET.

HE ISN'T READY. WASHINGTON, D. C., Sept. 11.—Carroll D. Wright, commissioner of labor, today submitted to the secretary of the interior his report of the operations of the bureau for the year ended June 30, 1886. On account of the late organization of the bureau, the commissioner says he can't at present submit the results of his investigations relative to convict labor and strikes, but hopes to do before the end of the calendar year.

OUR NEW NAVY. American shipbuilders are invited to submit proposals for the construction of one cruiser of about 4,000 tons, one of about 3,700 tons, one heavily armed gunboat of about 1,700 tons, one light armed gunboat of about 870 tons, and one cruiser of about 4,400 tons.

The proposals are divided into four classes and may be made under either head, as follows: For the construction of the hull and machinery, including engines, boiler and appurtenances, complete in all respects; for the construction of hull and machinery, including engines, boiler and appurtenances, complete in all respects; for the construction of hull and machinery, including engines, boiler and appurtenances, complete in all respects; for the construction of hull and machinery, including engines, boiler and appurtenances, complete in all respects.

The three cruisers must be completed within eighteen months and the two gun boats within twelve months from the execution of the respective contracts.

The department having in view the construction of the outboard passenger train was due at the town a few minutes after the explosion occurred.

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whose ox is gored? NEW YORK, Sept. 11.—A special from Ottawa, Ont., says: Today the Canadian government forwarded a demand to Secretary Bayard, through the English minister at Washington, for the unconditional surrender to their owners, of sailing vessels recently captured off the Alaskan coast. Accompanying the demand is a full statement of the case as it is understood here, and a large number of citations of authorities bearing out the position taken by the Canadian officials.

Substantial Appreciation. LINCOLN, Neb., Sept. 11.—Mr. John Fitzgerald, president of the Irish National League of America has shown his appreciation of the value of Hon. Mr. Gladstone's pamphlet on the Irish question by ordering 10,000 copies of it for circulation among the League's branches.

THE STAG HUNT. PROSPECT HOUSE, N. Y., Sept. 11.—Late last night arrangements were completed for another deer hunt, and early this morning President Cleveland and several of the guests of the inn took themselves to the stations assigned to them on the several trains that were to start from here. Mr. Cleveland was assigned to Stag pond and Dr. J. G. Roseman, of Brooklyn, Mr. Chas. F. Cutter, of New York, and Col. A. H. Baloo, of the Galveston News, stationed themselves at convenient points. The dogs were loosed, but their only quarry was a doe, which ran within range of Col. Baloo's rifle, and was brought down at a single shot.

Several hunting parties will doubtless be made during the coming week in which the president will participate.

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He started to rush down stairs to investigate the unusual phenomena. As he reached the landing below a deafening explosion took place and at that moment Calvin saw the figure of a tall slender man dart away from the building. The man ran west toward the stock yards and was lost in the labyrinth of cars which cover the tracks.

At the instant the explosion occurred Calvin was thrown to the ground with extreme force. Such was the force of the explosion that a number of tools were lifted from the floor and crashed through windows.

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